



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

THE PLEASURE OF MOTORING
is accentuated
By wearing MOTOR GLASSES.
Protect the eyes from wind and dust.
Supplied by
N. LAZARUS,
Optician,
12, Queen's Road C. 65

No. 20,188

號八十八百一零萬二第

日二十月元年亥癸

HONGKONG, FRIDAY, MARCH 9th, 1923. 五拜禮

號九月三年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A NEW SPECIALITY
BASS LIGHT

SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot
climates; lighter than the
well-known Red Triangle.

**CALDBECK,
MACGREGOR
& CO., LTD.**

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SPORTING.

SPORTING GUNS by W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportsmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

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Developing Printing and Enlarging
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Telephone Central 1218.

FRENCH LESSONS.

G. MOUSSION

15, Morrison Hill Road.

**PEAK TRAMWAY CO.,
LIMITED.**

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 11.00 " " 10 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. to 2.30 p.m. " 15 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

8.50 p.m. to 9.00 p.m.
9.30 p.m. to 11.00 p.m. every 20 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAYS.

Extra Car—12 midnight.
SUNDAYS.
7.00 a.m. to 7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. to 4.00 p.m. " 15 " "
4.00 " " 8.10 " " 10 " "

8.50 p.m. to 9.00 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.

Season and punch-tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables.
But not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheques or Comproadors Order represented
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 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MARTELL'S BRANDIES.



BOTTLED IN COGNAC AND GUARANTEED PURE GRAPE BRANDY
BY
MARTELL & COMPANY.
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When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

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THE RED BUILDING (OPPOSITE ICE HOUSE ST.)

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Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking cause of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism, psoriasis or Dermatitis Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and sciatica, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD.

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TOKYO, JAPAN

SOLE AGENTS

ITSUJI BUSSAN KAISHA LTD.

HONGKONG.

AHEAD OF THE RACE.

SUPPLEMENTARY WIRES FROM INDIAN PAPERS.

The following telegrams are taken from Indian exchanges:—

EVE OF PARLIAMENTARY SESSIONS.

LONDON, February 13th. Brilliant scenes were witnessed at the customary receptions on the eve of the new parliamentary session. Over 1,000 attended the big reception at Londonderry House, where Mr. Bonar Law stood beside the Marchioness of Londonderry, as she received the guests. Viscount Grey and Mr. Asquith were the guests of honour at the reception by Lord and Lady Denham. Lord Curzon, a leader in the House of Lords, gave a dinner to a number of peers. Sir John Simon, entertained members of the Liberal opposition in the House of Commons. Sir Alfred Mond, on behalf of Mr. Lloyd George, gave a dinner to the National Liberals. The advent of the Labour Party, as an official opposition, was celebrated by a gathering of over 1,000 representatives of organised labour. Addressing the National Liberal party meeting this afternoon, Mr. Lloyd George, referring to Liberal reunion, said he wholeheartedly desired to see the greatest possible measure of party union attained in support of the essential principles of Liberalism, but he had not seen the same desire in other quarters. "The advances my colleagues and myself have made towards measures of practical co-operation," he added, "have met with no response." The prospects of Liberal reunion are regarded as having been weakened by the resignation of the Asquithian Whip, Mr. N. Hogg, following the resignation of his colleague, Mr. George Thorne, on the appointment of Mr. Asquith's ex-secretary, Mr. Vivian Phillips, as sole Chief Whip. The correspondence between Mr. Hogg and Mr. Asquith shows that the former is aggrieved by Mr. Asquith's suggestion that he should be "second in command" while remaining as Scottish Whip.

BRITISH EXPLOITS ON THE TIGRIS.

LONDON, February 13th. Sterling British naval exploits on the Tigris in 1914-15 were revealed in the Prize Court today, where Captain Wilfrid Nunn claimed over £10,000 for the capture and destruction of a series of Turkish warcraft. Capt. Nunn's counsel told them that a mine-sweeping boat, the "H.M.S. Fish Hawk," launched on the Shatt-el-Arab River towards Basra, which the Turks held in force, had sunk, in the course of various engagements, a Turkish gunboat which was later salvaged and converted into H.M.S. "Flycatcher." He asserted that the capture of Amara, full of Turkish troops, was due to the dash of Capt. Nunn and his small force. Capt. Nunn's boats could easily have been sunk by rifle fire, one being a paddleboat, used in the Gordon Relief Expedition, which, despite its age, sank a Turkish gunboat.

Crown Counsel claimed that the presence of General Townshend and his staff aboard Capt. Nunn's flagship during some of the operations, including the forcing of a mine field at Rota Creek, constituted joint army operations. Although the Crown did not oppose certain claims, it disputed the number of prisoners Capt. Nunn claimed to have captured. As it was necessary to refer to General Townshend's secret dispatches, the Court continued in camera.

AIR MINISTRY AND ADMIRALTY.

LONDON, February 13th. The Evening Standard states that a great battle is approaching between the Air Ministry and the Admiralty concerning the control of the naval branch of the Air Force. The Ministry insists on the absolute necessity of controlling all aerial arrangements, and the Admiralty claims that, owing to its special needs and growing importance of its service, it cannot delegate powers to another department. It is generally recognized that if the Admiralty is successful there will be a weakening of the present system of unification.

THE DUKE OF YORK'S MARRIAGE.

LONDON, February 13th. The Daily Mail understands that the Duke of York's marriage will not be on the same scale as that of Princess Mary but it will follow the line of Princess Patricia's wedding and will be as simple as is compatible with the solemnity of the occasion.

BAN ON THE "DAILY MAIL."

LONDON, February 14th. On the arrival of the mail steamer at Kingstown Free State troops seized the "Daily Mail." The authorities have refused an explanation, but it is held that it is because the paper reproduced Liam Lynch's manifesto rejecting the peace offer. An army official told a Pressman that the circulation of the "Daily Mail" would not be permitted in the Free State while the army ban continued. Another English newspaper unnamed has also been banned.

DUKE OF YORK'S MARRIAGE ALLOWANCE.

LONDON, February 13th. Mr. Kirkwood created something like a scene in the House of Commons this afternoon on receiving what he considered was an answer unintelligible except to a lawyer regarding the allowance payable to the Duke of York on his marriage, namely £25,000 annually instead of £10,000. He then began to frame a long supplementary question to Mr. R. Baldwin in irregular form. The Speaker requested him to put the question briefly, whereupon Mr. Kirkwood asked if it was a fact that the Government were anxious to economize and workers had had their wages reduced. The Speaker, but amid cries of "Order," Mr. Kirkwood shouted that this was a glorious opportunity to start at the top, while the Communist Mr. Newbold, asked whether the Government would introduce a Bill amending the Act under which the Royal allowance was provided. The Speaker said the question should be noticed.

INDIAN MERCANTILE MARINE.

LONDON, February 13th. The Manchester Guardian's London correspondent states that shipping quarters in London are most interested in the Indian Government's scheme to establish a subsidised native mercantile marine. There is a good deal of scepticism at present in England as to whether the scheme will ever go through, and, if so, whether it will be commercially successful.

ELECTION CANDIDATE SENTENCED.

LONDON, February 14th. Like Micawber, he was hoping that something would turn up as the explanation suggested by counsel for the prosecution at the Old Bailey on the occasion of the trial of J. W. A. Jennings, the unsuccessful independent candidate for North Paddington at the General Election, and two of his associates who were charged with issuing worthless cheques during the campaign. Jennings was sentenced to four years' penal servitude, and his associates to six and twelve months imprisonment, respectively.

ASSISTANCE FOR SCOTTISH STUDENTS.

LONDON, February 15th. At the annual meeting of the Carnegie Trust for the Universities of Scotland the Chairman, Lord Sands, said that as regards the assistance of students the post-war rush was now largely over, but the Trust was unable to pay the full fees of the ordinary suitable applicant. The Trust had now introduced the most stringent form of declaration as regards the applicant's need of money. He mentioned that thirty-nine students last year repaid £1,387, but the £10,000 hitherto refunded was hardly adequate. Carnegie's hope that the manly independence so dear to the Scot would lead many to return the money had not been fully realised. Sir David Prain said the number of women students who repaid the fees last year was considerably larger than that of the men. The report showed that there were 4,773 student beneficiaries last year.

ELECTRIFYING SUBURBAN SERVICES.

LEAFIELD, February 16th. By the end of March the southern railway group hopes to begin the task of electrifying the suburban services of the South-Eastern and Chatham Railway. The immediate project contemplated includes the electrification of the line roughly within a fifteen-mile radius of Charing Cross. Later still it is proposed to carry the electric services still further to Gillingham, Dorking and Tonbridge. It is calculated that the work will give employment to about 17,000 for two years.

BRITISH INDUSTRIES FAIR.

LEAFIELD, February 16th. The annual British Industries Fair arranged by the section of overseas trade opens on Monday and will continue until March 2nd. This year's Fair is being held under much brighter conditions than those of a year ago as there are many indications of revival in business. Prices are low and stable enough to inspire confidence and manufacturers in all the industries represented are in a position to guarantee prices and dates of deliveries to an extent which is impossible for any other great manufacturing country competing in the world's export trade. As usual the Fair is divided into two sections. While the City of London is housing a remarkable array of exhibits representative of the lighter trades, at Birmingham are displayed heavier kinds of commodities as engineering and general market wares. Every industry except textiles is represented, along with products from Canada and India.

The British Industries Fair contains an enormous range of exhibits grouped in definite sections according to the industries they represent. One of the most interesting sections for commodities which have only in recent years been produced in Britain is being devoted to dyes and fine chemicals. The rarest of fine chemicals for medicinal and research purposes, as well as those known as heavies and sold by the truck load will be shown.

COST OF ARMAMENTS.

LEAFIELD, February 16th. A remarkable indication of the increased cost of armaments is given in a reply to a parliamentary question. It is stated that the previous cost involved in the building of a first class battleship in 1914 was approximately £500,000. The cost involved in the building of a similar type of battleship corresponding to the labour and material prices now current in 1923 would be about £2,300,000. It must, however, be borne in mind that the modern capital ship embodies features found necessary in the light of war experience, which involves considerably greater tonnage, offensive and defensive armament and consequently cost.

PENALTIES AGAINST DRUG TRAFFIC.

LEAFIELD, February 16th. The text of a Parliamentary Bill just issued increases enormously the penalties that may be imposed on those who break the law by trafficking in drugs. The Bill in question amends the Dangerous Drugs Act of 1920 which regulates the importation and sale of opium, cocaine, morphine, etc. It is introduced by Government which enhances the probabilities of its early passage through Parliament. The Bill provides that every person guilty of the offence will be liable to a fine not exceeding £1,000 or to penal servitude for ten years, or to both such fine and penal servitude. On summary conviction he may be fined up to £250 or sentenced to imprisonment with hard labour for twelve months or both fine and imprisonment may be inflicted upon him. Any persons attempting to commit an offence against the Act or who solicit or incite anybody to commit such offences will be liable to the same punishment.

INTIMATIONS

ANNUAL NAVAL CONTRACTS.

SEALED TENDERS are invited for the following Contracts, viz.:—
Supply of Timber, Timber Materials and Spars.
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Dry Cleaning Work.
Repairing Clocks, Watches, and Stop Watches.
Supply and Repair of Bamboo Sunblinds.
Supply of India Rubber Boots.
The Contracts commence on 1st April, 1923, and expire on the 31st March, 1924.
Forms of Tender may be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, by whom Tenders will be received until Noon on WEDNESDAY, 14th MARCH, 1923.
The right is reserved of rejecting all or any Tenders, and of accepting any portion of a Tender.

COMPANIES (WINDING UP) IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION. IN THE MATTER OF COMPANIES ORDINANCE, 1911-1921.

IN THE MATTER OF THE CHINA SPECIFIC BANK, LIMITED.

NOTICE IS HEREBY GIVEN that by an Order made by His Honour Sir William Rees Davies, Kt., Chief Justice, in the above matter dated the 5th day of March, 1923, it was ordered that the CHINA SPECIFIC BANK, LIMITED, be wound up by this Court under the provisions of the Companies Ordinance of Hongkong, 1911-1921, and that the Official Receiver be appointed Provisional Liquidator of the Company and that JOHN HENNESSY SMITH, of Victoria, Hongkong, be appointed, Incorporated Accountant, be continued as Special Manager of the Company until the further order of the Court subject to the approval of the Official Receiver.
NOTICE IS ALSO HEREBY GIVEN that the First Meeting of Creditors of the Company will be held at the Official Receiver's Office at the Courts of Justice, Victoria, aforesaid, on the 23rd day of March, 1923, at 11 a.m., and the First Meeting of Contributors will be held at the same place on the same day at 11.30 a.m. Dated this 8th day of March, 1923.
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1893

NEW STRAITS SETTLEMENTS COUNCIL.

THE KING'S GOOD WISHES.

The first meeting of the reconstituted Legislative Council of the Straits Settlements was held on February 26th. The Council now consists of thirteen Officials (including the Governor who is President of the Council), and twelve Unofficial Members.

The *Straits Times* says:—The head of the Government of the Straits Settlements and the senior unofficial member of the Legislative Council were as one in declaring that the meeting of the reconstituted Council yesterday marked an era in the development of the Colony. Since its inception many years ago, the precise date is shrouded in mystery, the Legislative Council of the Colony has passed through many vicissitudes, and, indeed, it has through a number of epochs, the most important of which was that entered upon yesterday when it was reconstituted in its present form. It is a new beginning, and it is with representatives from all of the principal communities of the Colony's cosmopolitan population, save that of the Malays, of whom it is understood the question is under consideration. It was, as His Excellency pointed out, an historic occasion and one that should be marked by a fuller sense of ceremony than usual. A guard of honour, one hundred strong of the Middlesex Regiment, together with their band, paraded in front of the Council Chamber and was duly inspected by the Governor, with General Sir Neil Malcolm, some fifteen minutes before the Council sat. Cavenagh Bridge was closed to traffic and the open space in front of the Government buildings and Victoria Theatre was kept clear of all traffic by a cordon of police. Inside the Council Chamber were assembled the official members in white uniforms, a touch of colour being given to the somewhat sombre surroundings by the gowns of many ladies who graced the opening proceedings by their presence. The meeting commenced punctually with the passing of the minutes, followed by the swearing in of new members, the first of whom to take the oath of allegiance and office being Mr. E. C. H. Wolff (Director of Education), followed by Dr. Hoops (Principal Civil Medical Officer), Messrs. Lorne, Campbell, Gibbons, Tessensohn, Nambiar, Yeok Guan Sook and Tan Cheng Lock (Unofficial Members).

THE KING'S GOOD WISHES.

The Governor said: "This is the first meeting of this Council under its new constitution, and it is my privilege, as the representative of the King, to convey to you His Majesty's good wishes for the future of this Colony in general and of this Assembly in particular. It is a historic occasion and the Government have felt that it would be only right and proper that our meeting to-day should be marked with a fuller measure of ceremony than is usually associated with our ordinary work-a-day business procedure. The Colony has a great past, a notable history, a fine record of gradual and orderly growth and development, from small beginnings to the great community of to-day. She stands in a proud position as a centre of trade, commerce and civilisation and a strong link in the Imperial chain which has never been broken, and which under Providence, none shall ever break. (Applause.)

It is a matter for special congratulation that we have evolved a system of Government under which the various nationalities which make up this large population have lived together in security and harmony under the British flag. (Applause.) The Asiatic communities have shared with the European fellow citizens in the increasing wealth and prosperity of the Colony, and have gradually played a larger part in her public life, and attained to a fuller representation in her Government. The new constitution of this Council, which we inaugurate to-day, marks a further stage in this ordered advance. It is a milestone on the road from an assured past to a future full of promise. I am at a time when there are critics who hold that it is an unimportant stage, that the road ought to have been carried further. Such criticism is natural and I recognise that it is sincere. But students of history and men of sober judgment, will I think reject it. A mile of road on an assured foundation is worth many miles laid in haste over ground not fully surveyed. It is to the future that I would ask this Council to turn their eyes. Our work is mainly confined to the problems of the present, often to the consideration of details, and sometimes, starting small details of current interest. Such work has to be done and done as well as we can do it. But let us never forget that there are greater problems and wider issues before us which call for sober consideration and long views. Whether we look at the Colony as a separate entity, or as a free partner in that larger Malaya which is in process of development, we have a future greater than Raffles ever dreamed of. In the shaping of that future this Council will play an important part. We are citizens of no mean city, trustees of a goodly heritage. Let us walk worthily of our calling, looking back on the past with pride, and forward with confidence to the future. (Applause.) Before I sit down, I should like to convey my congratulations, in which I am sure the Council will join me, to Sir Frederick James on the honour which has been conferred on him by His Majesty the King. (Applause.)

VIEWS OF UNOFFICIAL MEMBERS.

Mr. Mitchell said:—Sir, I, on behalf of the unofficials, desire to express our appreciation of the importance of this first meeting of the extended Legislative Council which marks an historic advance in the constitutional development of the Colony. All the main recommendations of the select committee which sat to consider the reconstitution of this Council have, with one exception, been adopted. (Continued at foot of next column.)

FATAL MOTOR ACCIDENT.

CARS GRAZE ROAD BANKS AT TYTAM.

An inquiry was opened at the Magistrate's yesterday into the circumstances surrounding the death of a chauffeur who died in the Government Civil Hospital on February 18th as the result of injuries received in a motor-car collision on the Repulse Bay Road, two days earlier. The Coroner (Mr. R. E. Lindsell) in opening the inquiry said that the deceased man, Lam Cheung, was sitting in car No. 29 proceeding between Repulse Bay and Tytam Reservoir. When they overtook car No. 753. Both were going at a considerable speed. Apparently car No. 29 grazed the right hand side of the road and car No. 753 the left hand side of the road and the result was that both cars came out into the middle of the road again and collided. No. 29 running into the back of No. 753. The deceased was injured and died two days afterwards in hospital. It would be the duty of the jury to say whether the cars were driven with such negligence so as to be responsible for the death of the deceased.

The first witness called was Tsui Yam Chui, the licensed driver of car No. 753, owned by Mr. Li Ka Po. The witness was not driving the car on the occasion but he sat beside his master who was driving. The car was going at an average speed of over 20 miles per hour. At the Tytam Reservoir a car came up from behind. His master did not give him signal for it to pass. This car turned out to be No. 29. In trying to pass, it touched the rear right mudguard of No. 753. Their car was driven to the edge of the road. It grazed the bank and his master swerved it back into the centre of the road. Another swerve took place and the car finally crashed into the bank about 20 yards further along. Two women sitting in the back of the car were thrown out. Car No. 29, had already stopped, some seven or eight feet behind, against the right bank. As far as witness could see no one was thrown out of the other car.

Dr. J. Smalley gave evidence as to the deceased's injuries. He was admitted to hospital with a lacerated scalp wound on the left temple, and a grazing of the left cheek bone, and a wound on the left wrist. The skull was fractured and witness attributed death to the latter injury and to cerebral hemorrhage. The deceased had been blind in his left eye previous to the accident.

At this stage the Coroner adjourned the inquiry until the 16th inst., when the owner and driver of car No. 753 will be called to give evidence. Later in the afternoon the Coroner and jury motored to the scene of the accident.

The jury empanelled was as follows: Messrs. F. V. Vandenberg (foreman), E. Kern and A. G. da Rocha. and this in itself is no mean encouragement. The exception is that of the unofficial majority. One regrets that this point was not conceded and hopes that at some later date the Secretary of State for the Colonies may see his way to reconsider the decision. We have the satisfaction of knowing, sir, from the records of this House that it is the rarest of exceptions for the Government to make use of its prerogative and we feel confident that the same spirit will continue to actuate the Government in the future as in the past. Sir, the appointment of two unofficial members to the Executive Council has met with universal approval. Nothing but good can come from the fusion of fresh ideas and counsel into the deliberations of Government. This is not the time nor have I the intention of enlarging upon the political aspect of the Legislative Council as at present constituted but we older members desire to extend to our new unofficial conferees a welcome and the assurance of our hearty co-operation in the interests of the Colony as a whole. It will be our endeavour to live up to the high ideals set by our predecessors in office. To our friends, old and new, on the official side, we have only to add that they can depend upon the co-operation of the unofficials in all matters pertaining to the public welfare. When we look upon this Council as now constituted, it brings most forcibly to our notice the cosmopolitan nature of the population for which it legislates and it is therefore with satisfaction that we note the representation of all the more important sections of the community which will be practically complete upon the appointment of a Malay member which we understand is pending. Until such time as the Colony is ripe for the introduction of legislation providing for direct representation by means of election or trusts and invites the community to accept and treat the members of Council, although mainly nominated by the Governor, as their representatives and by taking interest in public affairs to assist them in their duties as councillors. This meeting will go down in the annals of the Colony as the starting point of a new era from which much good and progress. The present healthy revival in trade may be looked upon as a happy omen in regard to the future prospects of the Colony. But we are still a long way from the times of prosperity to which the Colony had become habituated and it is therefore necessary for this extended Council, while continuing to legislate upon progressive lines, to do so with caution and due regard to the lessons learned during the adversity of the past few years. (Applause.)

SUMMARY COURT.

RENT AND A NOTICE TO QUIT.

At the Summary Court yesterday, before the Puisne Judge (Mr. Justice Gompertz), a firm of merchants, the Wong Shuen Lun sued the Tai Long firm for possession of 164, Des Vaux Road, and the means profits from the 38th December, at the rate of \$175 per Chinese month until possession was obtained.

Mr. M. H. Turner appeared on behalf of the plaintiffs, and Mr. M. K. Lo represented the defendants. Mr. Turner explained that the premises were in Des Vaux Road West, and had been let to the defendants by the plaintiffs on the conditions of a monthly tenancy. About the 28th August, the plaintiffs, having decided to pull the building down and erect new premises in its stead, served the defendants with three months' notice to quit, as they were entitled to do under the Sub-section F of Section 4, (1) of the Rents Ordinance. They had refused to go, and as far as he knew were still in possession. Defendants' solicitors shortly afterwards wrote to plaintiff, and from this letter it appeared that they were shortly to leave the premises. E. admitted that they had accepted rent from the defendants after the notice had expired and a rent receipt was given by the plaintiffs to the defendants. The notice expired on November 28th, but the defendants were still in possession when that date came round, and rent had been received for the period between the 28th November and the 27th December.

Mr. Lo contended for the defence that the acceptance on the part of the plaintiffs of rent, after the expiration of the notice, was tantamount to cancelling that notice. The evidence did not give him a conclusive case, he admitted, but it afforded *prima facie* evidence, and it was up to the plaintiffs to disprove that evidence. His clients were under the impression that the plaintiffs were quite willing that they should stop on, and that another agreement would be drawn up under the same terms as the old, excepting that it would be for an indefinite period, and would only expire when the plaintiffs served another and similar notice to the first.

Both solicitors quoted extensively from test cases and quoted various legal authorities. His Honour, after hearing further argument, decided to reserve judgment.

SPORT.

CRICKET.

UNIVERSITY v. INDIAN R.C.

In this match, to be played on Saturday at 2.15 p.m., at the University ground, the following will represent the Indians: A. A. Areculi (capt.), A. H. Rumi, S. H. Ismail, S. D. Ismail, O. Ismail, S. A. Ismail, J. S. Curran, A. H. Madari, N. B. Kitchell, S. A. Rumi, and H. D. Rumi. Reserve: M. P. Madar.

CIVIL SERVICE 1st XI. v. INFANTRY.

The following will represent the Civil Service 1st XI. v. the Infantry in a League fixture at Happy Valley on Saturday, commencing at 2.15 p.m.:—A. E. Wood (capt.), G. R. Sayer, E. W. Hamilton, A. R. Sutherland, F. J. Ling, F. H. Holdman, F. Baker, E. C. Fletcher, W. H. Edmonds, A. Dunkley, and W. Cullip.

K.C.C. v. CHINESE R.C.

At Kowloon on Saturday, at 2.30 p.m., the following have been selected to represent the K.C.C.:—J. P. Robinson, Capt. E. G. Spinks, E. F. Spinks, C. Danes, S. Jex, G. A. V. Hall, H. H. Benson, R. E. Lindsell, B. Pelham, J. C. Fletcher, H. Overy.

FOOTBALL.

KOWLOON F.C. v. H.M.S. "TITANIA."

The following will represent the Kowloon F.C. in their 1st division League match with H.M.S. "Titania" on the Navy ground, on Saturday:—Woodman, Wheeler and Knight; Morrison, McKelvie and Pascoe; Clemon, Hall, Scully, Duncan and Mason.

U.A.C. v. "TITANIA."

The following will represent the United Athletic Club in above Second Division League fixture, to-morrow, on the U.A.C. ground (kick-off at 3 p.m. sharp):—Beach (capt.), Chilton and Jackson; A. N. Oher, Leonard and Urquhart; Kent, Derry, Brown, Botelho and Chubb.

PLATE GLASS WINDOW.

"Looking through my Torio lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Torio lenses than the ordinary flat kind. Torios are more than worth the small difference in cost to you in the added comfort you derive from their use. Torio lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 33, Queen's Road, Central.—Adv.

PEW RENTS QUESTION.

AT SHANGHAI.

A PLEA FOR FREE SEATS.

At the annual meeting of shareholders of Holy Trinity Church, Shanghai, last week, the subject of pew rents was discussed.

Mr. Downie said that fifty annual subscribers were holding one or more seats. He would like to point out that it might not be a hardship if the Cathedral were open to all and the seats free. This would do away with a certain amount of unpleasantness that does sometimes exist. He knew that this suggestion would be met with the argument that by doing away with the pew rents, a good part of the income would be destroyed. He was inclined, to think, however, that the present pew holders would not cancel these sums of money, but would continue to give them under the form of subscriptions. The Church being open to all would mean more subscribers. Every time they came to the Cathedral they had to ask some one at the door where they could sit. Usually if they wanted a seat they could not have it. They had to repeat this performance every Sunday.

The Dean pointed out that all seats in the Cathedral became automatically free, five minutes before the Sunday services. Mr. Clear said that the Committee were not contemplating quite such a drastic change. They could not at present ask firms to give up their seats. There had been so much controversy over this that he thought they were not in a position to tackle the problem. They had helped to solve it by arranging for seats to be available five minutes before the service. Mr. Downie urged that so long as there were distinctions between seat-holders and non-seat holders, there would always be unpleasantness. It was not a good thing for the general welfare of the Cathedral, nor for the church goers of Shanghai. He suggested that the question should take the form of an amendment to the budget.

Mr. Clear said that it was too late for an amendment to affect the budget. After further discussion, the following resolution was framed:—"That the budget as printed should be adopted with a recommendation that in the general interests of the congregation measures should be considered for the preparation of future budgets on the basis of the withdrawal of pew rents." The Dean mentioned that the subject was one that might be treated quite separately. Afterwards Mr. Downie could put forward his proposition, either in its present or in a more definite form. After all they were only a small matter. It would be a pity in a statement of annual accounts to bring in something that would cause a tremendous amount of friction among those absent from the discussion. The motion was lost, and the budget passed.

A SHANGHAI EMBEZZLEMENT CHARGE.

ITALIAN VISCOUNT AS DEFENDANT.

The case of Viscount E. M. de Villa was resumed before Assessor Tanaka and Magistrate Li, at the Mixed Court, Shanghai, last week. He was managing director of the Far Eastern Bank and Vice-President of the International Gold and Silver Exchange, Ltd., and was charged with the embezzlement of \$50,000 from the latter concern. It was alleged that he charged the International Exchange \$100,000 for registering at the Italian Consulate instead of \$50,000 which was the registration fee and converted \$25,000 of this money to his own use in conspiracy with a Chinese who received the other \$25,000. He was also alleged to have issued a receipt for \$100,000 purporting to be from the Italian Consulate.

Mr. J. G. Priestwood appeared for the Viscount and Mr. Yano prosecuted on behalf of the Exchange. George Oshima, former sub-manager of the Far Eastern Bank stated that the Bank paid \$100,000 to the Italian Consulate debiting it to the account of the Exchange. The Exchange had nothing to say about this account at the time but later the secretary of the company made inquiries at the Italian Consulate and learned that only \$50,000 had been paid.

On the same day, however, the Viscount and the Chinese each had their current account with the bank credited with \$25,000. Witness continued that the Bank handled all the financial affairs of the Exchange which company had a fixed deposit account of some \$100,000 with the bank. When it was disclosed at the Italian Consulate that only \$50,000 had been paid, the Exchange claimed the amount from the Far Eastern Bank and trouble started.

Under cross-examination witness said he did not join the bank until six months after all these events had taken place.

A letter was produced in court in which the Manager of the Bank informed the Exchange that \$50,000 was paid into the current accounts of Mr. de Villa and the Chinese. Mr. Priestwood maintained that the construction of the letter did not say that the \$50,000 deposited into the current accounts of the Viscount and the Chinese was the same money as that supposed to be paid to the Italian Consulate. Mr. Priestwood asked witness if he knew that the Chinese in question drew a cheque for \$25,000 the same day from another bank. Witness replied in the negative.

Mr. Priestwood: I say that the Bank did not have \$50,000 in cash that day. Can you produce the cash book showing they had?

Witness replied that he could not show the book as it was in the hands of the bank's liquidators and further he (witness) was no longer connected with the bank.

This terminated the case for the prosecution and further hearing was adjourned.

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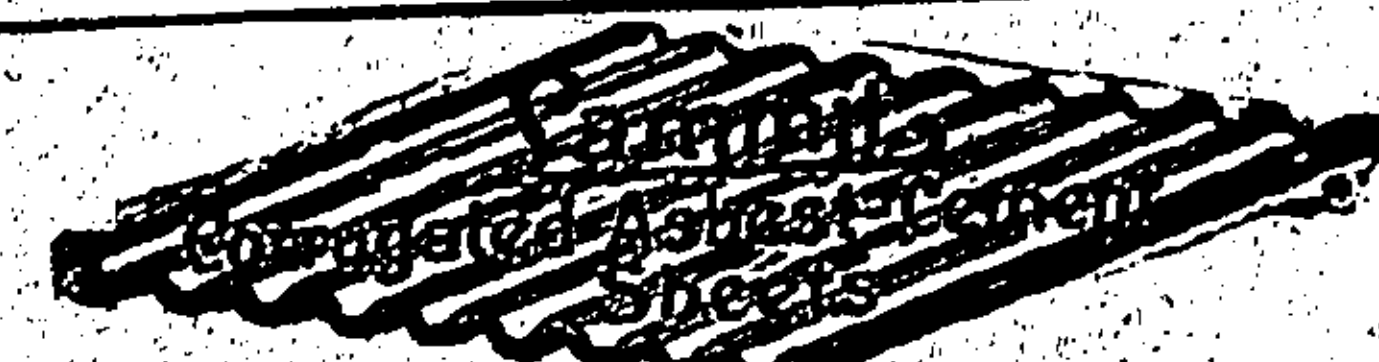
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BETTER EDUCATION OF BRITISH CHILDREN.

PUBLIC MEETING AT THE CITY HALL.

DEMAND FOR KINDERGARTENS AND A CENTRAL DAY SCHOOL.

A public meeting on the subject of better education for British children in Hongkong took place in the Chamber of Commerce room at the City Hall yesterday evening. The room was crowded, and the audience included many ladies. Many Government servants were noticed in the audience, particularly members of the Educational staff. Some frank opinions were expressed on the subject, both by the principal speakers and members of the audience and a number of resolutions were passed embodying requests for a higher standard of education for British children, the establishment of kindergartens in several localities and of a central school for their exclusive use in a central position in the Colony.

The chair was taken by the Hon. Mr. H. E. Pollock, K.C., and he was supported by the Hon. Mr. P. H. Holyoak, the Hon. Mr. E. V. D. Parr, Mr. H. W. Bird, Mr. Montague Ede, Mr. A. O. Ling, the Rev. Teesdale Mackintosh, M.A., and Mr. A. R. Lowe.

A long and interesting speech on the subject of "Better Education for the British Children of Hongkong," was given by the Rev. N. Teesdale Mackintosh, M.A., Registrar at the Hongkong University.

The CHAIRMAN briefly opened the meeting by expressing his appreciation of the privilege conferred upon him by being asked to take the chair. He added that he would like to make a correction in connection with the report of the sub-committee of the Education Committee, on the subject of education for British children in this Colony. The Minority Report, signed by Mr. E. Ralph, Inspector of English Schools, had not been published, and so he proposed to read it there and then. The report ran as follows:—

THE MINORITY REPORT.

1. The British children in the Colony may be divided into four main groups, (a) those who will remain in the Colony until about the age of nine years, then to be sent to a Preparatory School at Home; (b) those who will remain until the age of twelve or thirteen years, then leaving to enter a Public School at Home; (c) those who will remain until the age of sixteen or seventeen years with the intention of going to a Technical College, University College or University at Home; (d) those who will not be sent Home, but who will complete their education here with a view to earning their living in the Colony or in the Far East.

2. In this Report the term "Primary" is used to indicate schools consisting of Classes for children up to the age of nine years. All children in this group require one common type of education. There would be normally in each such Primary school four Classes, viz., Class 7—the highest class in the School—Class 8 and two Kindergarten Classes. The teaching of children in these early stages has become a highly specialized art, and model Kindergarten departments fully-trained Kindergarten Mistresses should be a special feature in these Primary Schools.

A Primary school should be established in every district in which the number of British children justifies a separate school. At present four such places are indicated—Kowloon, The Peak, Quarry Bay and Causeway Bay.

Kowloon and The Peak are already provided for. At Quarry Bay there are at the time of writing some fifty children between the ages of five and nine years; a Primary school would therefore appear to be called for at Quarry Bay. Such a school could be expected to open with an average attendance equal to that at the existing Kowloon Junior School. Eighteen of the Quarry Bay children referred to already attend the Victoria School at Causeway Bay. These children will naturally leave the Victoria School and attend the Quarry Bay School. There will still remain thirty-three children between the ages of five and nine in attendance at the Victoria School. The Victoria School building at Causeway Bay will shortly be demolished, and I suggest that a temporary building similar to that recently erected in Gap Road—a model school building in many respects—be erected either in the neighbourhood of the existing school, or, preferably, a little nearer the centre of the city, so as to accommodate children from the western and central districts, as well as those living near Causeway Bay.

3. The pupils in groups (b) (c) and (d) can probably be best provided for by the establishment of a Central School, adapted to meet the needs of all over the age of nine years.

After a full consideration of this question I retire at this point from the Committee. I do this with the full approval of the remaining Members of the Committee.

MR. MACKINTOSH'S ADDRESS.

Mr. TEESDALE MACKINTOSH said: Some of you will remember that in November, of last year, at a public meeting of the Board of Education, the question was raised as to a new site for the Victoria British School, and at that meeting I found myself protesting against any decision being taken or against any recommendation being made until the whole problem of the education of British children in this Colony had been reviewed and until we had fairly faced the question as to our motive in providing education of any sort for British children in this Colony and the type of education we wanted to give them here. The questions which I raised at that meeting are now in the process of being answered and I take it that the real object of this public meeting is to endeavour as far as possible to arrive at some common agreement as to the correct answer to these questions. We shall have to face this evening, quite fearlessly and quite frankly, the many difficulties which beset the efficient education of British children in this Colony. We shall have to be prepared on some points to agree to compromise and on nearly all points to give and to take. I speak with the greatest hesitation and the greatest diffidence because I am fully conscious that I am a very new comer into this Colony; that I cannot speak, therefore, with the authority of many of you who have lived long years here and to whom I must seem to be simply a fool rushing in where the more experienced have feared to tread.

THE CHANGED TIMES.

There are certain questions which must be settled at the very outset. To certain propositions we must give our unanimous consent before we can proceed further with the argument. First of all I want to suggest that the position of the average Britisher in this Colony is to-day quite different from what it was, say, 20 or 30 years ago. In the old days, a man came to this Colony with the hope and intention of remaining here for but a few years during which time he looked upon himself more or less as an exile, but at the end of the time hoping to return to his own home having made sufficient money to render his return comfortable and secure. There wasn't in those days very much thought of Hongkong as a Colony in the sense that men would settle here, make their homes here, bring up their children and their children's children here, creating in fact British homesteads. To-day I firmly believe, however, that things have changed, and that it is in the interests of the Colony and the Empire and in our own interests that we should look upon Hongkong as a settlement in which Britishers shall become home makers and home builders. And unless this is true, there is not much call to worry about the improvement of the educational facilities for British children in this Colony. But if it is true or rather if we want to make it true, then the first and most important thing is to ensure the provision of the most perfect educational facilities possible for the younger generation who are to inherit the homes that we are building, and who are to carry on the work that we are beginning here. I find it exceedingly difficult to create a home in Hongkong if my children have got to be educated at Home during those years of boyhood and girlhood—the very years which make home life so wonderfully fascinating, so wonderfully beautiful and so wonderfully attractive. If my boys and my girls are to be separated from me by a distance of more than 10,000 miles, home cannot have the meaning which I want to give it. I, therefore, join issue at once with those people who hold that for a boy or for a girl to continue to remain in Hongkong under any conditions over the age of 10 or 12 is a misfortune. On the contrary I would advocate that every possible encouragement should be given to parents to enable them to keep their family intact, to keep their children with them by the provision of efficient educational facilities in this Colony. It is on this basis that the whole of my argument is based as a foundation. If I am right, then undoubtedly education is the most important question and I suppose in any case, whether I am right or whether I am wrong, the future is going to bring out here more and more Britishers who cannot afford to send their children Home, however much they may wish to do so.

BRITISH CHILDREN IN THE COLONY.

You have got in this Colony to-day 147 British children over the age of nine being educated at British schools. There are more than that if you take those British children who are being educated at non-British schools. But taking the figures of those children in attendance at British schools yesterday, you will find there were 147 boys and girls over the age of nine. There are 129 under the age of nine, which means that you have a total of 276 British children to be educated in this Colony here to-day. And so, putting it at its lowest total, from a social and political point of view we are bound to

see that these 276 children shall have at least equal opportunities in the sphere of education as did their parents. Now I have most three main types of parent. First the parent who almost before the child is born has decided that he shall go to such and such a school, shall pass such and such examinations and shall enter such and such a profession, and he makes his plans accordingly. Secondly, the parent who says, I cannot make plans for my child, I cannot possibly tell for what particular profession or trade he may be fitted in years to come. I shall therefore leave it for the future to show what particular course he shall follow and in the meantime I shall be quite satisfied if he can obtain a good all round general education. I want to put those words in inverted commas, "a good all round general education."

"HEALTH AND EDUCATION."

"Thirdly, there is the parent who says, All that matters is that my child shall have good health and to obtain that I will sacrifice everything, and I will sacrifice his education rather than his health." With regard to this latter class of parent, I have very little to say. I have no knowledge as to the particular danger which education in this Colony may work upon the health of our boys and girls. I can only blindly accept the reports, which are made each year by our medical school inspectors who invariably and year after year report that the health of the children in British schools in this Colony is excellent. I can only blindly accept their reports and I cannot get away from the fact, whether it is good or bad for the health of the children to be here, that here they are, and some kind of education must be given them. For the first class of parent I have the greatest respect and admiration, and I will do everything in my power to ensure that he may be able to carry out his plans with the greatest possible success.

"A GOOD, ALL-ROUND, GENERAL EDUCATION."

But for the second class who will be satisfied with a "general, good, all-round education" I would utter the most solemn warning, it is in my power to give. Such a policy is almost certain in these days to lead to a blind alley for I know of nothing so dangerous. I am inclined to say I know of nothing so criminal, as a "good, all round, general education." We live to-day in an age of specialists. And if our children are to take their places successfully in the competition which awaits them in life they must receive that special training which will fit them for that struggle. The difficulties which we have to face in this Colony in its present condition are mainly three in number. Firstly, the shortage of numbers. There are only a limited number of British children and you cannot have a really successful school with all the traditions of school spirit that have made our British public schools so wonderful at Home and so justly renowned throughout the world, unless you have a sufficient number of children with whom and on whom to work. And this is made more difficult by class distinctions and especially the difference of salaries which prevails out here.

CLASS DISTINCTIONS.

In Scotland they have managed to break down these class distinctions as far as education is concerned and it is true to a large extent that in Scotland all the children whatever may be the position of their parents attend the same school. We must try and imitate that Scottish system out here. (Applause.) For many of us it will involve a struggle. Many of us will have to learn in this point especially to sink our own individual prejudices to learn to give and to take. Because one thing is clear that the efficiency of your school will depend to a tremendous extent on the number of children in attendance. Games which do form part of the education of the young cannot be played efficiently unless your numbers are adequate, and my own experience of some years as a schoolmaster tells me that I cannot teach a small class of children with the same efficiency and with the same inspiration as I can teach a larger class.

THE OPPOSITION TO THE PROPOSALS.

Here then, arises the first, and perhaps the most important, opposition to the proposals for the improvement of British education in this Colony as we have put them forward. Why, says our opponent, why have schools for British children at all? Why not let them all mix together and attend these schools and colleges in the Colony which have reached a high state of efficiency and which are open to all children irrespective of distinctions of nationality, creed or class? This is a question which is essentially one for your British parents to decide, and I admit freely that you are able to obtain for your children a really first-class education in nearly all the non-British schools in this Colony. But there are certain practical difficulties which will meet you if you adopt this suggestion of the Opposition. First of all, it is obvious that you will sacrifice the tradition and the school spirit of the British public school which many value as one of the greatest factors in their own life. Secondly, you will find that the timetable cannot quite fit. It is of the utmost importance that the teaching of the Chinese classics should in these schools form a very considerable part in the curriculum. And in my opinion it will be very wrong to modify or curtail that part of the syllabus in our Chinese schools which teaches the Chinese boy or the Chinese girl the unspeakable marvels of his own ancient language and literature. But it is not possible for the British boy or girl to learn these, and those hours which are normally devoted to the school to these subjects will have to be spent by the British child on some different work from that of the rest of the school, a work which in practice must turn out to be very hastily supervised and liable altogether to be overlooked, and which will, in any case, class the child as one of a rather troublesome and unwanted minority. And then, secondly, this will be done at the expense of the child's knowledge of his own English language and literature. For it is clear

that your British children should be able to attain to a far higher standard in English than the children of these other races. And thirdly, at the end, the British child educated under these conditions is bound to have reached the goal—or putting it into practical language—to have reached a leaving certificate which has not been expressly designed for his or her own immediate needs.

THE DIFFICULTY OF DISTANCE.

The second great difficulty which we have to overcome is the difficulty of distance. We live here as a very scattered community, and in order for us all to be educated in one central school many of us will have to travel quite a long way and under difficult and tiresome conditions. Many of us will feel that the central school might have been built a great deal nearer to our own particular home than it has been. Many of us will think that some particular section of the community has been unduly favoured in the particular site chosen for the school. And this is one of the points in which again we shall have to learn to give and take. And the third, and the greatest, difficulty is to be found in the fact that most of us, once in five years, go home for a year's long leave and during that time our children receive practically no education at all. This difficulty has certainly got to be realised, and probably has got to be accepted as inevitable. But if so, it constitutes a reason for our using every possible means to ensure that we shall make up for that year's holiday by the keenest study and the most regular attendance during the other years.

THE REQUEST FOR A LARGE CENTRAL SCHOOL.

And so it comes about that we are asking for one large central school to which all British children shall be sent, boys as well as girls. Now, I admit quite frankly that I am not an untrained admirer of the modern system of co-education, and that in many ways I would like to see the boys separated from the girls during their school hours. But I fully realize that out here the efficiency of the school depends intensively upon large numbers, and is weakened enormously by shortage of numbers, and so, in order to make up the required number which will ensure efficiency, if for no other reason, I find it necessary for the boys and girls to attend the same school under the system of co-education. And that is one of the reasons why I cannot agree with those of us who are advocating the establishment of a boarding school for British children, to be built either at Weihaiwei or in the New Territories. Such a proposal does not seem to cater at all for the education of our girls, and I think such a proposal is too expensive to make it feasible for quite a number of children here, besides being unacceptable to those parents who desire their children to remain at home in order to enjoy to the full the delights and safeguards of home life.

THE KIND OF EDUCATION NEEDED.

But having obtained your central school you must decide what kind of an education you are going to provide there. You must have a permanent and well trained and efficient staff, indeed your staff must be the most efficient staff obtainable in the Colony. We should be ashamed of setting up a school for British children which is, in any way, short of being the best, either as regards staff, or as regards building, or as regards equipment. For your younger children, as we have pointed out, you must provide model kindergartens in all those localities where the size of the British community demands it, and you must see that these kindergartens are thoroughly efficient and up-to-date. But you must be careful not to leave your children too long in these kindergartens; and you must move them to the central school as soon as they are ready for the more serious side of education, and once there they must be educated along lines of a very definite syllabus which should have a very definite aim in view. Not a general education leading to nowhere, but a sound and very carefully devised education leading to a very definite end and aim. I should have hoped that no British children in this Colony would leave school until they have reached the age of 15 or 17 at least. And I should have hoped that every British boy who has reached the age of 15 or 17 should be able to pass the London matriculation examination. (Applause.)

LOCAL OPPORTUNITIES.

"It will probably surprise many of you to know what a tremendous number of opportunities exist in this Colony for your sons if only they can obtain this standard. And I say the London matriculation examination, rather than the Hongkong matriculation examination, although the two things are almost identical, because the London matriculation examination makes a second language compulsory, and it is just this second language which makes all the difference to the market value of the boy. I wonder whether we have fully realised that here in this Colony every year, thanks to the arrangements which the Government have made with the University of London, your children can sit for the London matriculation, for the London intermediate and for the London degrees. They can take these examinations out here without going Home, without residing in any University, and while still pursuing whatever employment you may wish for them to do when they leave school. And yet, during the time that I have been in Hongkong, there has been no case of a British boy sitting for the London matriculation examination, let alone for the higher examination. But I repeat that it should be possible for every British boy to reach that standard at the age of 15 or 17, and so to secure for himself a recognised market value as he sets out into life. With this certificate he is qualified to enter into any employment that you may wish for him in this Colony with the very favourable hope of making good, and establishing his position as an educated man. Place before yourself two boys:

The one says, "I have been at such and such a school where I have received a good sound general education. No, I didn't learn very much mathematics, because in that particular year my headmaster decided that mathematics shouldn't be taught. No, I didn't learn a second language because father thought that language was waste of time and mother didn't hold with my learning French. But I have had a 'good sound general education.' I can draw more or less, I know the dates of the Kings of England, and I have learnt a certain amount of geography of Europe and Eastern Asia. And I got distinction in Biblical Knowledge." Then, take the boy who can say: "I was at such and such a school, I passed the London matriculation examination and then I left." Which of these two boys do you suppose has the better prospects? Both of them started with exactly the same amount of brain! Either of them might have shared the fate of the other. Neither of them has really done more or less work than the other. It hasn't been a question of brain. It simply has been a question of starting from the bottom class of the school with a particular aim in view and sticking to it, or, starting from the bottom class of the school with no aim in view but that of a "sound, general education." And then take the case of the boy who is cut out for a profession in life. There must be some boys in this Colony who could be good engineers, or good doctors, or good schoolmasters if we could only give them the necessary training, out here, at a cost which is within our means and without having to send them home. I cannot myself imagine any place better equipped with scholarships and with facilities for professional training at an almost negligible cost than we have in Hongkong. Let me remind you first of all of what must be the blue ribbon of scholarships in the world—The Peace Memorial Scholarship. This scholarship which is of the value of £300 sterling per annum for three years and, which in addition will pay the passage of the scholar to any place in the world, to any education centre of the world, and later will provide him with a balance at the end of his studies to start him off in his career. These scholarships are awarded, or rather two of them are awarded, every two years either for Engineering or for Agriculture, tenable only by British boys of pure white descent on both sides, one of whose parents shall have resided in Hongkong or China for at least three years. What is this scholarship awarded on? On the result of some tremendously difficult University scholarship examinations! No, but on the result of the Hongkong matriculation examination. The ordinary standard of a school leaving certificate, which every British boy can automatically and without conscious effort attain by going through the ordinary routine of a school working to that end, and yet so far no British boy has been able to win this scholarship from Hongkong. But if there is any parent here who wants to make his children engineers, or agriculturists, he is entitled to demand the creation of a school whose curriculum shall normally and ordinarily prepare those boys to pass that examination. There must, I imagine, sometimes be a boy in Hongkong, or even a girl, who would like to enter the medical profession. Yes, I can hear the father or mother say, "I should like my boy or my girl to become a doctor. They are clearly fitted for such a life, but how can I possibly afford to send them home with all the tremendous expense involved of a Home University and walking the hospitals at home!" It can all be done in Hongkong. The medical degree of the Hongkong University is recognized by the British Medical Council. A man with that degree is entitled to practice medicine in any part of the British Isles, or in any British Possession. The fees in this examination are quite inexpensive. They work out at something under £90 a year, and there are scholarships which can be obtained. I should imagine, almost for the asking. There are firms who have the right of nominating Donor Scholars which entitle the holder to free tuition. There is the King Edward VII. Scholarship, also entitling the holder to free tuition, tenable only by British subjects. All that is required, again, is that the boy shall pass this very simple school leaving examination, this matriculation examination. Or is there a boy here, or even a girl, who would like to take up teaching as a profession? And what tremendous openings there will be for schoolmasters and schoolmistresses in this part of the world in the future! Here, too, the University provides a course which will give you not only a degree in Arts but also a teacher's diploma. Here too, small as the cost of tuition is, there are scholarships which may be granted by these firms who have, by their subscriptions, obtained the right to nominate scholars. And there too, all that is required in this school leaving examination. And, if ambition is not even yet satisfied, what facilities there are for post-graduate work outside the Colony. Trinity College, Cambridge, offers exhibitions to students coming from us who have graduated with us or who have passed our intermediate examination. The Rockefeller Foundation offers us travelling scholarships to students who have graduated in medicine. It seems to me, the more I think of it, that there are facilities in this Colony far greater than any where else if only we can get our children up to this Matriculation standard.

WHAT PARENTS MUST KEEP IN MIND.

And it is this, therefore, that we must constantly keep in view—that we are training our children for this particular thing; that nothing must be allowed to interfere with that thing; that from the very outset when we first start to send the tiny toddlers to school we must have that thing in our mind. It is to be obtained by regular attendance. We must remember that every time we keep our children away from school, whether it be for a tea party or whether it be to suit our own convenience, we are losing sight of that end, and the children will have to pay for it some day. That we ought to look upon that end as part of the normal growth in the sphere of the mind, just as we expect normal growth in the body. And then there is one last class of parent to whom I would address myself, and that is the parent who would like his boy to go to a Home University but would like him to do his schooling out here. That at any rate until he reaches the age of 17 or 18 he may have the advantage of home influence and home training. And when the boy has reached the age 17 or 18 and the parent sends him home, he finds to his horror that he is unable to obtain admission into the Home University, because he hasn't reached the standard of the Home matriculation examination. Yet, I have already shown you that he ought to be able to reach that standard out here by passing the London matriculation examination out here. But I would also remind you that the London matriculation examination will obtain him exemption from the matriculation of any University in the world. And I would also remind you that your own University of Hongkong matriculation examination has now been accepted by all the Scottish and all the Northern Universities, and that the University has obtained affiliation with the Universities of Oxford and Cambridge. And that is also why I, for one, ask for a British central school which shall contain all the British children who are being educated in this Colony. The very efficiency of the school depending upon the numbers, that is why I ask that the school shall work, from the very outset, from the very lowest form on a syllabus designed for matriculation examination, and that no British boy should leave that school without obtaining that certificate. That is why I ask that the staff of that school shall be second to none in the Colony and that is why, most especially and most emphatically, I invite the parents to co-operate with the school authorities in ensuring, at whatever sacrifice, and however great the difficulties may be to overcome, that that school, if and when erected, shall be worthy of the Colony and shall be taking no small part in the enhancing of all that is best in the social and imperial progress of this small spot in the British Empire. (Applause.)

THE RESOLUTIONS.

The CHAIRMAN after saying that they were much indebted to Mr. Mackintosh for his eloquent address, said he thought it advisable, in order to stimulate discussion, to submit the first of the resolutions which had already been published in the newspapers. He thought all present were agreed that kindergarten schools were a very real need. He formally moved:

"That kindergarten schools for children between the ages of 5 and 9 years be established, on the most modern methods, with specially trained kindergarten teachers in charge, at the Peak, Kowloon, Quarry Bay and Causeway Bay."

A member of the audience, in seconding the motion, suggested that there should also be a kindergarten school established in the Central District. This suggestion was supported by Mr. J. GRANT, who said that if a kindergarten school was erected at Tai Koo he thought there was little need for another in the eastern part of the city. He considered one near the lower tram terminus desirable. It was a much more convenient place than Causeway Bay. There was a large number of children in the Central District, and in the very near future there was a possibility of a good number of Europeans residing at Pokfulam, who would have to be catered for.

The CHAIRMAN mentioned that the report of the sub-committee of the Education Board pointed out that the schools should be established at points where the British community existed. This was much impressed, he said, by the views of the two speakers and thought it would be desirable to amend the resolution.

Mr. GRANT suggested that Causeway Bay should be left out of the resolution and the central part of the city substituted.

Mr. B. WYLIE reminded the meeting that the Victoria School would have to come down very soon.

Mr. J. RUSSELL (Tai Koo) did not think there was any need to alter the motion.

Mr. J. H. MCGUIGAN suggested that in a short time the Army schools in the Central District might become vacant. The motion having been amended by the substitution of "Causeway Bay" was put to the meeting and declared to be carried unanimously.

The CHAIRMAN said all the other resolutions related exclusively to children over the age of 9. He proposed:

"That it is essential that British boys and girls above the age of 9 should receive a better education in this Colony than at present."

The Hon. Mr. P. H. HOLYOAK seconded and the motion was unanimously carried.

The CHAIRMAN then proposed the third resolution:

"That such education should be of a sound and practical character which will fit such boys and girls to occupy useful positions when they grow up."

Mr. REEVES, of Queen's College, said he had not heard anything yet which had suggested the real, of education required. Mr. Mackintosh had said that the end in view was matriculation, but that end was being looked to on paper all the time. There, it was not the syllabus which was fault. What was the "better education" which gentlemen had in mind, and how were they going to differentiate between their subjects? He put the question without prejudice, merely an enquiry who had not been in the City very long. He felt it was a very wide and difficult question. It had in the past been brought down to a very fine point. There were about five subjects required for every boy. Boys are taught to work to any end, but when they are matriculated, boys are taken out of the world, to enter offices and to grasp sensibly, the work their employers set them. One of the gentlemen was that the boys should be taught to think and reflect. I sent to him from what he had heard and seen in the papers, that there was a tendency as to what kind of education was wanted. He was not trying to throw water on the scheme, but was endeavoring to get at the root of the matter and put it on a proper basis. With number of British children in the Colony at present no business man would be able to entertain the suggestions put forward.

Mr. MACKINTOSH said he had congratulated the last speaker he had succeeded in obtaining a syllabus of the Peak School, the Victoria School or even the Kowloon British School. He had asked on several occasions the Education Board that the syllabus be placed upon the table, but always received the same answer—they were in course of preparation. He had been his painful duty to point out and over again that mathematics were not taught at all in these schools perhaps it would be more correct to say they had only recently begun to teach. He failed to see how they were going to get the boys up to the matriculation standard if they did not try to teach them mathematics. If we meant simple algebra and geometry. He had a suspicion that the last speaker was comparing the very plain lines on which he worked at Queen's College with the less easy conditions under which his colleague, Mr. Nightingale, worked at Kowloon. With regard to type of education, they were asking the boys should be taught to be matriculation standard. "I do not know whether the matriculation standard is a beginning," said Mr. Mackintosh, "but if it is only a beginning for his sake let us begin." You have not your boys anything like up to standard yet. He suggested that it should be included in the resolution that type of education should be on the matriculation lines. (Applause.)

"We have heard a lot of this profit and loss system in education that to put it commonly, we are told," declared a speaker. "I look upon education of British children as a national asset, not to be run along lines of a grocer's shop (Laughter); think our friend is only repeating what we have heard from the Education Department all along the line."

Mr. REEVES replied that he quite an unbiased point of view, repeated that no business man would entertain the proposals. "Personally, said, 'I should be delighted if Government raised the salaries, but I think it would not be any use putting forward, because they would consider from a business point of view.'"

The CHAIRMAN amended resolution to read:

"That such education should be of such a character as to enable scholars on leaving school at the age of about 17 years to pass the staff of the London matriculation examination."

The motion was duly read and adopted.

The Chairman's fourth resolution was: "That, in order to avoid duplication of the teaching staff, a school for the co-education of boys and girls be established."

The resolution was second and carried unanimously.

The CHAIRMAN then submitted his fifth resolution, which read:

"That, for the purpose of fitting them to the necessary trade and discipline, it is desirable that boys should be boarders, and not day."

The real difficulty with regard to this he said, was to obtain a site for such a school. He had discussed the question with various people and the multiplicity of sites had been pointed to him. He mentioned a few, such as the road between Kowloon and Yau Ma Tei, in the neighbourhood of the settlement at Kowloon Tong; also Wong Nei Chaung Gap; and Mr. Severn had suggested that the site at Shatin could be reclaimed, a school built on the land thus available. One gentleman had said Stonecutters, (Laughter), but this site drawbacks, as, for example, it posed position of the island during typhoon season. They really something a little more central, a possible, placed above the level of the hillside, where there were definite stages from a health point of view. However, that was not a thing they decided at the evening's meeting, and had merely brought the matter up in order that the views of those present might be learned, as to the desirability of a boarding school being established in the Colony.

A gentleman in the audience expressed a doubt as to whether the discipline of a boarding school was any better than the discipline of the home. They had always to bear in mind the fact that a boarding school would be more expensive to the parent than the ordinary day school. As an amendment he would move that, if it was desirable that the central school, if established, should be a day school and not a boarding school.

The Chairman agreed with the speaker on the question of expense, but differed from him as regards discipline. He said he was only putting these motions with the object of ascertaining the true feeling of the meeting.

Mr. MCGUIGAN asked whether the proposed boarding school would be a college for all, or a college for taipans?

The Chairman: If I am any judge of taipans, they will send their boys home at the age of nine and bring them out again at the age of nineteen.

Both the resolution and the amendment were duly seconded. The amendment was carried with three dissenters. The CHAIRMAN then proposed the sixth resolution, viz.:

"That the staff at such school, as regards teaching qualifications, approximate so far as possible to the present staff of Queen's College, and that continuity of staff, especially of the seniors, should be secured."

Mr. BARTON, who seconded, declared that up to the present time there had been no education for British children in Hongkong. His experience had been that with every change of teacher in British schools there had come a new order for books. (Laughter.) He did not altogether agree with the suggestion of free education, but while parents were prepared to pay something towards the education of their boys and girls, he thought that with a little judicious management the cost might be very considerably curtailed, especially on books.

The resolution was carried.

The CHAIRMAN then moved his seventh resolution, viz.:

"That it is essential, in order to make such a school as is suggested, a success, that the parents should earnestly co-operate with the staff of the school in: (1) Maintaining strict discipline over the boys and girls; and, (2) In securing the regular attendance of the boys and girls at school."

The CHAIRMAN emphasised that the co-operation of parents was essential if they were to make such a thing a success.

The motion was seconded and carried unanimously.

The last resolution proposed by the CHAIRMAN was as follows:

"That adequate playing grounds should be attached to the school and that the playing of games should be compulsory for boys."

"And girls," suggested several members of the audience.

The CHAIRMAN intimated that he had no objection to the addition.

A speaker asked if the children would have to play football, hockey, tennis and basket ball during school hours and then be sent home with a basket full of homework. (Laughter.)

The CHAIRMAN: I imagine play will be after school. Most schoolmasters have a certain amount of common sense.

"It seems to me that they are lacking in common sense at the moment," retorted the speaker.

The resolution was carried, the meeting terminated by the Chairman on behalf of the meeting expressing thanks to Mr. Mackintosh for his address and to Mr. Burnett for calling the meeting.

THE PEKING GOVERNMENT AND CANTON.

A STATEMENT BY THE PREMIER.

The Asiatic News Agency (Peking) states:

Regarding the Kwangtung situation, the Loyal Warlord, General Wu Pei Fu, is still pressing the Government for the immediate appointment of General Shen Hung Ying to the post of Tsuchun of Kwangtung, but, in order not to offend Dr. Sun Yat Sen and his Kuomintang men, whose co-operation and goodwill are still considered to be worth while in the peaceful reunification of the country, the Chang Shao Tseng Cabinet, according to the statement of the Premier himself when interviewed about the Lian-Kwang conditions, is pursuing a telegraphic campaign between Peking and Loyal in the hope of convincing General Wu of the necessity of proceeding slowly and carefully in the solution of south-western political and military problems.

General Chang says that, in spite of the strong attitude of Loyal, the Government will not promulgate the Presidential mandate until the real intentions of Dr. Sun have been clearly shown to be aggressive, and then the Government will decide its final policy toward him and the south-west as a whole. That is to say, by that time, the Government will see and decide whether the political reunification of the North and the South of China can or cannot be brought about through peaceful means or by force of arms.

Premier Chang adds that after the promulgation of the mandate instructing all provinces and leaders to respect the stipulations of the Provisional Constitution, the Central Government will not proceed any further unless it is provoked by Dr. Sun in Canton. Finally, the Prime Minister says that at the present moment, all advice received from the south about the movements of the Kuomintang leaders, and especially about Dr. Sun, are conflicting and unintelligible.

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NEW ADVERTISEMENTS

G. R.
TENDERS are invited for the SUPPLY of LABOUR and LIGHTERAGE for ADMIRALTY COALING for a period of 12 months certain from the 1st April, 1923. Forms of Tendering can be obtained on application to the Naval Stores Officer, H.M. NAVAL YARD, Hongkong, and Tenders should be lodged in the Naval Stores Office not later than Noon on 15th MARCH, 1923. A deposit of One hundred dollars will be required from persons tendering, and will be returned in the event of non-acceptance of the Tender.
H.M. NAVAL YARD, Hongkong.
519

HONGKONG LAWN TENNIS ASSOCIATION.

ENTRIES are invited for the LAWN TENNIS LEAGUE, A and B Divisions. Teams entering must have Three Grass Courts together.
Entries Close MONDAY, MARCH 19th and to be sent together with Entrance Fee of \$10 per Club to Hon. Secretary, JOHN C. FLETCHER, Queen's College.
518

CHINA SUGAR REFINING CO.

NOTICE.

THE FORTY-FIFTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, on TUESDAY, the 27th MARCH, at 11.30 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1922. The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th March, both days inclusive.
JARDINE, MATHESON & CO., LTD., General Agents.
Hongkong, 8th March, 1923. 514

TO LET.

HOUSE TO LET. Furnished at the Peak. Box No. 993.
c/o Daily Press Office.
513

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer.

"DEUCALION"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 8th March. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 14th March, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 28th March, or they will not be recognized. No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th March, 1923. 515

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE M/S. "INDIEN"
having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of March, 1923, will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on the 15th March, 1923, at 10 A.M. All Claims must reach us before the 15th of March, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.
520

NEWS FROM THE OLD COUNTRY.

SEND 13/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: "Lloyd's, People, The Star, etc., etc., etc. Hundreds of papers on our Big List mailed free. A different paper sent weekly, or the same publication for 52 weeks. 13/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.
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INTIMATIONS

NOTICE

NOTICE IS HEREBY GIVEN that the Business of our Engineering Department has been acquired by THE JARDINE ENGINEERING CORPORATION, LIMITED, and will be henceforth carried on by that Company as heretofore carried on by us.
JARDINE, MATHESON & CO., LTD.
Hongkong, 23rd February, 1923. 489

NOTICE

NOTICE IS HEREBY GIVEN that We have acquired the Business of the Engineering Department of Messrs. JARDINE, MATHESON & CO., LTD., and that such business will be henceforth carried on by us as heretofore carried on by them.
THE JARDINE ENGINEERING CORPORATION, LTD.
Hongkong, 23rd February, 1923. 489

INTERNATIONAL TRADE DEVELOPER, LTD.

WILL Clients please send Copy for 1923/24 ANNUAL? Back Page of Annual is still Open for Acceptance. Apply—3, Des Voeux Road.
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A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on MONDAY, the 12th MARCH, 1923, at 11.00 A.M., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1922.

The Register of Shares of the Company will be CLOSED from Tuesday, the 6th day of March, to Tuesday, the 13th day of March, 1923, both days inclusive, during which period no Transfer of Shares can be registered.
JOHN L. HUMPHREYS & SON, General Managers.
Hongkong, 28th February, 1923. 465

HONGKONG TRAMWAY CO., LTD. (INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 13th MARCH, 1923, to WEDNESDAY, 14th APRIL, 1923, both days inclusive. By Order of the Board of Directors, W. E. ROBERTS, Secretary.
Hongkong, 5th March, 1923. 462

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.
THE FIFTY-FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on TUESDAY, the 27th MARCH, 1923, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st December, 1922. The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 13th to the 27th March, 1923, both days inclusive.
JARDINE, MATHESON & CO., LTD., General Managers.
HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, 8th March, 1923. 468

R. A. ATHLETIC MEETING.
22ND AND 23RD MARCH, 1923.
U.S.R.C. GROUND, KOWLOON.

AT the above Meeting there will be a MILE RACE open to the Services and all British Residents in the Colony. The Race is timed for 3.30 P.M. on the 23rd instant. 502

OXFORD AND CAMBRIDGE.

THERE will be a UNIVERSITY DINNER on BOAT RACE DAY, SATURDAY, MARCH 24th. Particulars will be sent to those who were present at the Dinner last year. Will all other Members of the above Universities who wish to attend, please send their Names to:
J. E. WARNER, Hon. Secretary, OXFORD AND CAMBRIDGE SOCIETY, St. Stephen's College, Bonham Road. 497

HONGKONG DOG, CAT, POULTRY AND PIGEON SHOW.

By kind permission of the Officer Commanding The Hongkong Defence Corps, a Show will be held at:
THE HEADQUARTERS OF THE CORPS on SATURDAY, 10th MARCH, 1923, from 8 to 6 P.M.

Besides the usual classes for Dogs, there will be classes for Puppies from 6 to 12 months old, for a litter of Puppies under 3 months old, of the date of the Show, and for cross-bred Dogs. Entry Forms may be had from the Undersigned. No Entry will be accepted unless accompanied by the Entrance Fee. Dog \$2, Cat \$1 Poultry and Pigeons, 50 cents per pen.
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B. L. BROST, Hon. Secretary, c/o THE EASTERN EXTENSION TELEGRAPH CO. 486

SAFE, Sure, and Guaranteed Cure for Leprosy, Leucoderma, Patches, Marks, Eruptions, Pimples, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write—Rs. 7 to 8 (\$3.50) Per Week. Full particulars Free under cover. "SAR" WORKS, Bendon Square (H.P.), Calcutta (India). 105

INTIMATIONS

NOTICE

HAVING been appointed Agent at Hongkong for the AUTOCAR FIRE AND ACCIDENT INSURANCE CO. I am prepared to accept all kinds of Insurances at current rates.
G. E. HUYGEN, No. 13, Queen's Road Central, Astor House Building.
Hongkong, 8th March, 1923. 511

NOTICE

DATING from the 5th of MARCH, 1923, the Style of our Firm has been Changed into A. P. VILLA & BROS. OF CANTON, INC., with Mr. G. G. HOFFMEIER as Manager and Attorney.
VILLA BROS. OF CANTON, LTD. 504

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

THE HONGKONG LAND RECLAMATION CO., LTD.

MR. LESLIE SOLBE GREENHILL has THIS DAY been appointed Acting Secretary to the above Companies vice Mr. MOWBRAY STAFFORD NORTHCOE resigned. Pending Mr. GREENHILL's return to the Colony Mr. HERBERT AUSTIN RODGERS will act as Secretary. By Order of the Board of Directors, D. G. M. BERNARD, Chairman.
Hongkong, 7th March, 1923. 510

PUBIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of March, 1923, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of CROWN LAND at Causeway Bay in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	No. of Registry No.	Locality	Boundary Measurements.				Contents in sq. feet.	Annual Rental.	Upset Price.
Lot 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.									
Adjoining Indian Lots Nos. 1742, 1253 and 1254 (successors).			feet. feet. feet. feet.				About	\$	\$
An per sale plan.			89,410				924 41		
								423	

PUBIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of March, 1923, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of CROWN LAND at Lo Lung Hang Valley in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots.	Registry No.	Locality.	Boundary Measurements.				Contents in Acres.	Upset Price.	Annual Rental.
			N.	S.	E.	W.			
2	Kowloon Inland Lot No 1247.	At Lo Lung Hang Valley.	feet.	feet.	feet.	feet.	about	10,725	9
			As per sale plan.						5

CABLES.

HABLER CABLES.

[THROUGH REUTER'S AGENCY.]

THE RUHR.

COMPLETE ISOLATION OF BRITISH ZONE.

LONDON, March 7th.

According to correspondents at Cologne, the latest French movements have practically resulted in complete isolation of the British zone, and there is much inconvenience especially to the iron and steel industry by the stoppage of entry of materials and raw material, while British officers have had unpleasant experiences owing to the inability of the Flemish and coloured soldiers at the Franco-Belgian points established on all the roads entering the zone to read the official passes printed in English, French and German. Intriguing with a view to the establishment of a Rhineland republic is most active in the French occupied territory. Correspondents emphasize the necessity for the retention of the British army of occupation as a guarantee against the bloodshed which any attempt at such an establishment would inevitably entail, also against British exclusion from the final settlement.

It is pointed out that even if the French secured complete control of the railways in the British zone, they would be unable to work more than they are at present doing with the Ruhr railways, as the German railwaymen have been ordered in such an event not merely to strike but also to resort to most extreme sabotage.

According to Paris telegrams the question of a fresh settlement of France with Germany, tantamount to a reversal of the Treaty of Versailles, is being actively discussed in the French Press which is insisting on the necessity for greater guarantees of security, including an understanding between the French and German industrial and coal magnates.

LONDON, March 7th.

The Paris War Office confirms that the French yesterday occupied eight towns, Trossdorf, Oppenheim, Wippenfurth, Reuscheid, Tonnberg, Grafrath, Nettmann and Ortschaften, completely cutting off the British zone from unoccupied Germany.

LONDON, March 7th.

In the House of Commons, the Hon. W. E. Guinness stated that there were now 116,000 French troops in Germany, including the Ruhr, compared with 91,000 before the Ruhr was occupied.

GERMANS MALTREAT ITALIAN WORKMEN.

ROME, March 7th.

The maltreatment of seventeen Italian workmen and a priest en route to Belgium by a crowd at a crowd at Losenheim, in Upper Bavaria, who thought they were going to the Ruhr, has led to vigorous action by Signor Mussolini, who has telegraphically instructed the Italian Ambassador at Berlin and the Italian consul at Munich strongly to protest against the attack and demand exemplary punishment of the ringleaders, besides compensation for the victims. Signor Mussolini's note adds that the new Italy will not permit maltreatment of her subjects and will defend them, whatever be the consequences.

REPARATIONS.

GERMAN CHANCELLOR'S REFERENCE TO NEGOTIATIONS.

BERLIN, March 7th.

Herr Cuno in the Reichstag concluded his speech with a very guarded reference to negotiations. He said it was not Germany's business to make offers so long as the occupation of the Ruhr continued, but when the path became opened to her, offering the possibility of a frank discussion on an equal Government, she would enter on it. Germany, however, would agree to no settlement governing the illegally occupied territory from Germany or not releasing the Germans wrongfully punished. The day must come when an honest agreement between equal nations would replace military dictatorship, as the other side must see that unarmed Germany cannot be conquered by arms. Until then the Germans must endure.

LEADING PARTIES SUPPORT CHANCELLOR'S VIEWS.

Subsequent to Herr Cuno's speech, members representing the leading parties in the Reichstag, irrespective of their political complexion, supported the Chancellor's views, and emphasised their opposition to the alleged French ambition to annex the Rhineland and Ruhr, although willing to treat as regards peace and reparations.

THE WASHINGTON PACT. EFFECT ON THE NAVIES OF THE POWERS.

PARIS, March 7th.

In the Chamber the Minister of Marine stated that the Government had asked the Foreign Affairs Commission of the Chamber to accelerate consideration of the Washington agreement, which the Chamber would be asked to pass.

LONDON, March 7th.

In the House of Commons, questioned with regard to the progress made by the negotiators to the Washington treaty in scrapping units of their fleets in excess of the establishment under the treaty, the Rt. Hon. L. Amery stated that the United States had stopped work on eleven capital ships and had sold two obsolete battleships, which were being broken up, and had dismantled five others preparatory to their sale. Japan had stopped work on two capital ships and had removed the armament from five others and had paid off eight others. France and Italy were not affected. The British Empire had abandoned its programme of four capital ships and had substituted four capital ships of smaller tonnage, and had rendered eighteen capital ships incapable of further war-like service, of these seventeen were being sold for complete breaking up.

THE NEAR EAST. REJECTION OF TREATY NOT EXPECTED.

LONDON, March 7th.

The rejection of the Lausanne treaty was not altogether unexpected by well-informed quarters in London. It is believed that Britain, while still maintaining her stand on the terms of the treaty, is not unwilling to agree to reopen negotiations if the Turks give evidence of a real desire to reach a settlement.

TURKISH GOVERNMENT DEFEATS EXTREMISTS.

Towards the end of the debate in the Ankara assembly, a motion was tabled, signed by 150 Deputies, declaring that in the event of the complete independence of Turkey regarding financial, economic and administrative questions being safeguarded, the Government should sign peace, but a motion was finally adopted authorising the Government to pursue the negotiations on the following bases:—Abolition of the Capitulations; postponement of the economic and financial questions; also Mosul; abandonment of Kuragach; and acceptance for the exaction of reparations from Greece.

CONSTANTINOPLE, March 7th.

The Government seems to have won a complete victory to-day. The extremists were vociferating objections to the Government's counter-proposals on the Peace Treaty, whereupon the Government mustered its supporters and gullied the debate with a confidence motion which specifically endorsed Ismet Pasha's attitude. The situation, therefore, has been restored to the position at the time of the interruption of the Lausanne Conference, and the Government has a free hand to negotiate over the economic clauses, or to defer while general peace terms are signed. The Government proposals to the Powers are expected to be made known at an early date. Turkish circles in Constantinople are optimistic of a pacific settlement.

AWFUL FLIGHT OF REFUGEES.

CONSTANTINOPLE, March 7th.

Painful evidence of the inability of charitable organisations to cope with the avalanche of destitute Christian exiles pouring into Constantinople from Anatolia was provided on the occasion of General Harington seeing off the Essex Regiment, bound for India. A hundred yards from the quay lay a barque laden with abandoned small-pox ridden refugees, mostly women. Fifteen were dead, whom the others were not strong enough to throw overboard, and had not been attended to since the previous day; but the British despatched medical assistance and served out blankets, etc. The outlook at Constantinople is most serious, the place being threatened by epidemics which are already making victims of hundreds weekly.

CAIRO SITUATION. STRONG MEASURES BY THE AUTHORITIES.

CAIRO, March 7th.

A proclamation has been issued that anyone found possessing bombs or other explosives will be court-martialled and be liable to the death penalty, except persons surrendering bombs or explosives before midnight of March 8th, or licensed to possess explosives. The military and police are authorised to search houses, ships, etc.

RUBBER RESTRICTION. DEBATE REGARDING COST OF PRODUCTION.

LONDON, March 7th.

The question of legislative restriction of rubber from Malaya, and Ceylon was argued before the commercial committee of the House of Commons. Mr. Hinde, chairman of the India Rubber Association, contended that restriction had placed a premium on inefficient administration of a plantation. The reply to the contention that a planter was not able to produce rubber under sevenpence halfpenny was that the planter had never tried. Sir Frank Swettenham, on behalf of the growers, denied that the administration of the plantations was inefficient, and ridiculed the idea of rubber being produced at sixpence. Mr. Eric Miller who was a member of the deputation for the growers recently visiting the United States, said that with one exception the American manufacturers had agreed to restriction. They had not demurred over the extra price involved.

MUNICH SENSATION. ALLEGED PLAN FOR COUP D'ETAT.

BERLIN, March 7th.

A sensation has been caused in Munich by the arrest of fifteen persons accused of planning a coup d'etat in the middle of March. The ringleaders are stated to be Professor Fuch, the well-known dramatic critic, Machhaus, a musical conductor, and Doctor Kuehler, former legal adviser to the Munich town council. The last-named was temporarily released owing to lack of evidence, but shot himself.

LATEST AIRSHIPS.

NEW YORK, March 7th.

In a speech sent broadcast by radio-phony, Admiral Moffet, chief of the Aeronautics Bureau, stated that a new dirigible was being completed at Lakehurst, New Jersey, which when commissioned would be one of the largest of the principal cities of America, round the world, and to the North and South Poles.

IRISH OUTRAGES. DUBLIN REVENUE OFFICES WRECKED.

LONDON, March 7th.

The revenue offices at Dublin have been blown up by a mine and destroyed. A detective was blown to atoms.

LATER.

Dublin was alarmed by the blowing up of the Income Tax offices at six this morning. The whole building was wrecked, and adjoining buildings were badly damaged. The detective who was killed received the full force of the explosion and was blown to the rear of the building. His body was buried under tons of debris. [His body or the "atoms"] —[E.] Another detective was injured. A policeman stated he saw five men carrying a heavy parcel going towards the building. Two of them held him up with revolvers, and ordered him to clear off to hell if he valued his life. A minute later he heard a terrific explosion, and the whole building was blown sky-high. It is recalled that armed men a fortnight ago tried to set fire to the Income Tax offices, and an official died of the burns he then received.

REBELS "HOIST WITH THEIR OWN PETARD."

LONDON, March 7th.

Two attempts by irregulars to blow up Free State troops disastrously recoiled on the heads of their comrades. It appears that a party of Nationals had brought prisoners from Tralee, to remove a stone barricade at Ballycroy bridge. The operation led to the explosion of a concealed trigger mine, wounding three National officers and killing eight of the captives. There was a similar occurrence at the Countess's bridge, in which four prisoners were killed and two Nationals wounded.

BRITISH BY-ELECTIONS. "A LANDSLIDE TOWARDS LABOUR."

LONDON, March 7th.

The Edgely by-election result came too late for comment in the morning papers, but it was received just before the adjournment of the House of Commons, where it fell like a thunderbolt in the lobby. Even the Labourites refused at first to believe that such a result was possible at Liverpool, a Tory stronghold. Mr. Sexton, M.P., who is a Liverpool Irishman, kept repeating "It's a miracle!"

The defeat of three Ministers in four days is unprecedented, but nobody thinks the fall of the Government is involved thereby. The latest defeat, however, will undoubtedly result in the reorganisation of the Ministry, which had been postponed till Edgely voted.

It is noteworthy that many voters, chiefly Unionists, abstained from voting at Edgely, where housing and unemployment were the main issues, chiefly interesting women electors, numbering 14,000.

BY-ELECTION AT LUDLOW.

LONDON, March 7th.

The death is announced of the Earl of Plymouth. His son, Viscount Windsor, succeeds to the title, necessitating a by-election at Ludlow.

[The deceased Earl was the first holder of the title, which was created in 1905. He was Paymaster-General in 1891-92 and First Commissioner of Works 1902-05. Since 1880, he has been Lord Lieutenant of Glamorganshire. The new Earl was returned for Ludlow at the General Election as a Conservative by 11,787 votes to 5,979 votes polled by Mr. E. C. Bryce, National Liberal.]

NEW MINISTERIAL APPOINTMENTS.

LONDON, March 7th.

It is officially announced that the Rt. Hon. Neville Chamberlain has been appointed Minister of Health and Sir W. Joynson Hicks has been appointed Postmaster-General.

FRENCH ARMY SERVICE.

PARIS, March 7th.

The French Senate yesterday evening adopted a clause of the Army Bill fixing military service at eighteen months, and rejecting the amendment proposing a year, which M. Poincaré had made a question of confidence in the Government.

INTERNATIONAL ARMY "SOCCER."

LONDON, March 7th.

At Shorncliffe, at "soccer," the French Army beat the British Army by one goal to nil.

FIRST INDIAN WOMAN BARRISTER.

January 20th was the third Call Day at the Inns of Court at which women have been called, and it will be made notable by the admission of an Indian woman, Miss Mithan Ardehkar Tata, B.A., M.Sc. Miss Tata, in addition to being the first Indian woman to qualify, shares with Miss Mary Ashworth the distinction of being one of the first two women to be called by Lincoln's Inn. Both were admitted as students in April, 1922. Four other women were called by the Middle Temple, but none by the Inner Temple or Gray's Inn.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE SZECHUAN HOSTILITIES.

PEKING, March 8th.

Advices from Szechuan state that General Teng Shih Hou with 20,000 troops met a similar number of General Liu Cheng Shun's forces at Taentschong to the north of Chengtu on February 28th. After several days fighting General Liu Cheng Shun was victorious, and captured several towns in that district. Reinforcements for General Yang Sen are concentrating to the east of Szechuan. Apparently, Yang Sen previously took Kweichow and Wanhsien, but was afterwards driven out from these towns, and has now returned with reinforcements and is preparing to reattack these cities.

SUICIDE OF A MURDERER.

PEKING, March 8th.

The murderer of the Bank of China messenger (reported yesterday) committed suicide when he was about to be arrested by a detective after shooting a gendarme.

TERRORISM BY GENDARMERIE IN SHANTUNG.

PEKING, March 8th.

It is reported that 1,900 gendarmes have been removed from Tsingtau to Fongtze where they are making themselves objectionable by entering restaurants and demanding food and drink, sometimes at the point of the pistol, resulting in Japanese businesses remaining closed.

GENERAL WU PEI FU'S PRESSURE ON THE GOVERNMENT.

PEKING, March 8th.

It is reported that the Government as a result of pressure brought to bear by General Wu Pei Fu has agreed to appoint Sun Chuang Fang Tuli of Fukien.

[BY COURTESY OF THE "DAILY BULLETIN"]

THE CHINESE PARLIAMENT.

PEKING, March 7th.

In both Houses to-day there was no quorum.

It is alleged that the Government is influencing the members to absent themselves, as it does not desire any discussion of the gold franc and other problems.

FAR EASTERN OLYMPIAD.

CHINESE GIRL ATHLETES.

SHANGHAI, March 7th.

For the first time in history a Chinese team of girl athletes will compete at the Far Eastern Olympiad in 1923.

Miss Barger, director of the Y.M.C.A. Physical Education School, who is taking charge of the girls during the visit to Japan, interviewed by the N.C. Daily News, said that it is a noteworthy step toward the emancipation of the Chinese women to have obtained the consent not only of the authorities but also of the parents to the invitation from the Olympic Committee, which had been accepted, to send an all-China volleyball team, and also tennis and swimming representatives.

Miss Barger said that one of the hardest problems with which they had had to contend was the educating of the girls to be good losers. They have now learned that to lose gracefully is really a triumph, and that loss of "face" only occurs when the losers are ungracious towards the victors.

COTTON EXPORTS FROM CHINA.

EMBARGO WANTED BY CHINESE MILL OWNERS.

The Shanghai Chinese Cotton Mills Owners Association addressed another telegram last week to the Peking Government protesting against the action of the Diplomatic Corps in turning down the proposal of placing an embargo on the export of cotton, made by the Chinese Government at the request of the association.

The message says:—

"There is nothing in the treaty China has entered into with the Powers that forbids the Government from placing an embargo on the export of China's raw materials, nor is there anything therein that says the approval or the consent of the diplomatic corps must be obtained before such an embargo can be enforced."

"It is true that there are clauses in the commercial treaties China entered into with the Powers restricting the export of rice and cereals, which is always under prohibition. But this does not mean that the Chinese Government shall not place an embargo on the export of other agricultural products when it sees fit."

"On the other hand, there are many precedents set up by foreign Governments which justify the present action of the Government. In order to stabilise the rubber market, Great Britain placed an embargo on the export thereof from the Straits Settlements last year, while the Government of Canada once prohibited the export of feathers."

The Chinese Cotton Mills Owners Association has since announced the receipt of a memorandum from the Shuiwuchu (Department of Customs) stating that the prohibition will be enforced from March 1st. The report that the Diplomatic Corps turned down the proposal does not appear to have correct.

TEACHING CHINA TO FLY.

[BY CECIL A. LEWIS IN "JOHN O' LONDON'S WEEKLY"]

Though there is no doubt that flying in China has come to stay, yet its progress, like everything else in China, will certainly be slow. The art of aviation is essentially a growth of Western civilisation, where speed in communication becomes more and more a function of our daily life. Out of this necessity, to which was added the terrific stimulus of the Great War, came the growth of a new science—the science of flight. This science must be almost unparalleled in history for the speed at which it has developed and taken its place among the everyday things of life.

In China there has been no such pressing need for advancement. The customs, habits, and architecture of the people have remained unchanged for hundreds of years. Only lately the advent of Western civilisation has made the Great Dragon shake himself a little with anger and irritation (as in the Boxer Rebellion), and even still more lately he has begun to show interest and desire to possess the fruits of foreign lands—airplanes, telephones, electric light, etc.—things which must seem as strange to him as it is strange to us to see a Mandarin taking his favourite thrush for a walk on the river-side, and turning the circular cage on the points of his fingers in order that the bird may sing more tunelessly among his beautiful surroundings.

ANTIQUATED MACHINES.

The whole difference in our civilisations might be summed up from such an incident. Here a successful man is more and more chained to the machine he has created. In China it is a sign of wealth to have leisure. The intelligentsia spend their time in quiet meditation and detachment from the stream of life. What can be more conducive to this than to spend the morning squatting beneath the willows on the bank of some pellucid canal, listening to the full throated song of one's favourite tame thrush, smoking one's jade-mounted pipe, and spitting thoughtfully over one's shoulder from time to time?

The first serious attempt in China to take up aviation was made by the Aeronautical Department in Peking before the war, when a French mission came out with a few Caudrons and started a school at the aerodrome of Nan Yuan, some six miles south of the city. A few Chinese were trained to fly these machines, but the war came on, and the French instructors and mechanics returned to France.

Nothing daunted, the Chinese continued to fly. Many machines were smashed, but they were repaired. Tyres, shock absorbers, dope for the planes could no longer be obtained, but the pupils showed themselves amazingly ingenious in substituting for these things of their own manufacture. They continued to fly, this band of heroes—for really they can be called no less on machines which no European pilot would have looked at, and they were still flying in 1921 on these same pre-war machines. In all this time there was never a single fatal accident, a tribute to men and machines alike. I remember how a Chinese instructor almost made me collapse with nerves by taking up a 25 h.p. machine and doing figure eights about 100 feet from the ground, with the engine missing fire and the wings shaking as if they might come off at any moment.

FEARLESSNESS AND RESOURCE.

Clearly, then, fearlessness and resource are two of the attributes of the Chinese pilot. He is also unfailingly polite, and of an imperturbable good humour. Against these good points must be balanced a slowness to respond to sensations, a curious lack of the sense of direction and equilibrium, and, lastly, the fatalistic outlook that all will be for the best in this best of all possible worlds. By which I mean that if a pilot made a bad landing—well, he might have broken his undercarriage, so it was not so bad after all. If he broke his undercarriage—well, he might have broken his neck! And if he broke his neck, then his friends would console themselves, saying, "Well, one of us might have with him."

This philosophy, commendable as it is in many ways, does not make for efficiency, and when it is applied by pilots, mechanics, and administration to their several departments it is apt to retard progress.

In the spring and summer flying instruction would take place in the early morning, shortly after dawn. In the spring the high winds and dust storms, which are literally as opaque as a London fog, make flying most unpleasant later in the day, and in the summer months the heat is too intense to fly in comfort after 10 a.m.

The machines are ready, waiting to go up into the air, when the instructor arrives, and as his car draws up at the sheds, a group of some half-dozen pupils in various weird helmets and goggles greet one. All smiling and apparently delighted at the arrival of their instructor, they all shake him heartily by the hand, and say, "I hope you are very well." "You aller bien?" according to the foreign language they have studied at college. The interpreter comes up with his notebook and pencil, and the instructor explains to him some defect in the flying of one of his pupils on the previous day, or, maybe, some new movement he wishes to teach them.

(Continued at foot of next column.)

FUTURE OF "THE EMPIRE" THEATRE.

[BY CECIL A. LEWIS IN "JOHN O' LONDON'S WEEKLY"]

The days of what Sir Alfred Butt describes as the "month to month policy" at the Empire Theatre-square, are numbered, and a serious effort is to be made to recapture some of the atmosphere which made for the gaiety of Londoners in the earlier days of that famous house. For many months past the Empire management has been without a settled policy, partly because of the uncertainty which existed as to the future of the property. It was originally intended that the present building should be pulled down and rebuilt on a grandiose scale, and the plans were actually prepared for a building to cost £250,000. But that was before the abnormal advance in building prices, and to-day the same plans could not be carried out under £1,000,000. Then the site was sold to an American syndicate, and £50,000 was paid as a deposit; but after that the syndicate fell through, and Sir Alfred Butt was again left with the property on his hands. Thus it has come about that the Empire shows have alternated between musical plays, comedies, and pictures, none of which have been attended by the successes which made the Empire entertainments of a decade ago famous. A policy of drift is fatal to any form of enterprise, and in none more so than in the theatrical world. Sir Alfred Butt has therefore set himself the task of endeavouring to restore the Empire as one of London's popular houses, and in an interview outlined his plans for the immediate future. "I am going to start," he said, by putting on a revue of the type we had in the old days—something after "The Passing Show" or "The Whirligig"—where patrons can come along at any time during the evening and always be sure of seeing a thoroughly bright entertainment. Mr. Albert de Courville has been engaged to produce the show, and for it I hope to secure some of the leading artists in England, America, France and Italy. I think I shall be able to satisfy the public with a really good international entertainment with something of the old Empire atmosphere about it." It is hoped to stage the new revue about the middle of March, and in conjunction with it, Sir Alfred Butt intends to run a cabaret entertainment. As to prices, Sir Alfred said he hoped to revert to those ruling in pre-war days, and when the Empire opens with the new revue seats will range from 10s. 6d. to 1s. with a 5s. promenade.

ENCIRCLING THE GLOBE.

FRESH ATTEMPT TO BE MADE BY "MYSTERY" MACHINE.

The Legion of Frontiersmen has been busily engaged in organizing an attempt to promote a world flight. Captain McMillan, Captain G. H. Malites, and one other will complete the company of adventurers. The two captains were associated in a previous attempt, which ended disastrously. The new attempt is to be made early in the present year.

Concerning the machine to be used very little has been said, except that she is at present a mystery machine and is an amphibian, though not strictly speaking a seaplane. Even the men engaged in constructing the machine are working in sections with a view of keeping all details as secret as possible until the amphibian is ready for use.

The projected route of flight is from England to Italy, thence via Greece, Palestine, Bagdad, Persia, India, and Burma, to Japan; thence to Vancouver, and back to England across Northern Canada and the Atlantic. The total air journey is computed at about 30,000 miles. A feature of the scheme is the laying of some 40 depots at intervals of 800 miles each across the Northern Pacific, and supplying each with petrol, oil, food, and spare parts. For this purpose a ship will set out either from Liverpool or from Vancouver, and it is intended to start sufficiently early to establish and equip the depots and to reach Tokyo in time to meet the airmen on their eastward flight.

GREAT STUDIES.

All is translated by the interpreter and the pupils listen with deep attention. At the end of the explanation one of them says something, and the instructor, thinking that there is some difficulty, inquires of the interpreter what has been said. "He wishes to say that the pupils are deeply grateful for your instruction." The instructor, not to be outdone, replies that it gives him great pleasure if he can be of any use to his friends.

After these mutual expressions of admiration the pupils would be taken up one after the other, all explanations taking place before and after the flight—it is difficult to talk in an aeroplane, but it is devastating to try to talk pig-Chinese in one.

Progress with the old Caudron pupils was slow—they found difficulty in acquainting themselves to new machines; but the younger generation of pilots made great strides. Many learnt almost as quickly as English pupils; and others, though slow to respond, showed signs later on of a capacity which one had despaired of at first. A very few were seized with panic or sickness, but not more than the percentage it is usual to find among would-be pilots.

There are vast distances beyond the reach of the railways; communications that could be done in hours by air take days by land or water. Added to this there is a climate which can be depended upon to work to schedule, rain when it is supposed to, and be hot and cold almost to fixed dates on the calendar. These are certainly an asset to the cause of aviation; but when all has been done, flying remains a foster-child to China. She did not demand it; her needs, at present, do not dictate it, and until such time as she can appreciate its power and its use applied to her own country, she will not seriously adopt it.

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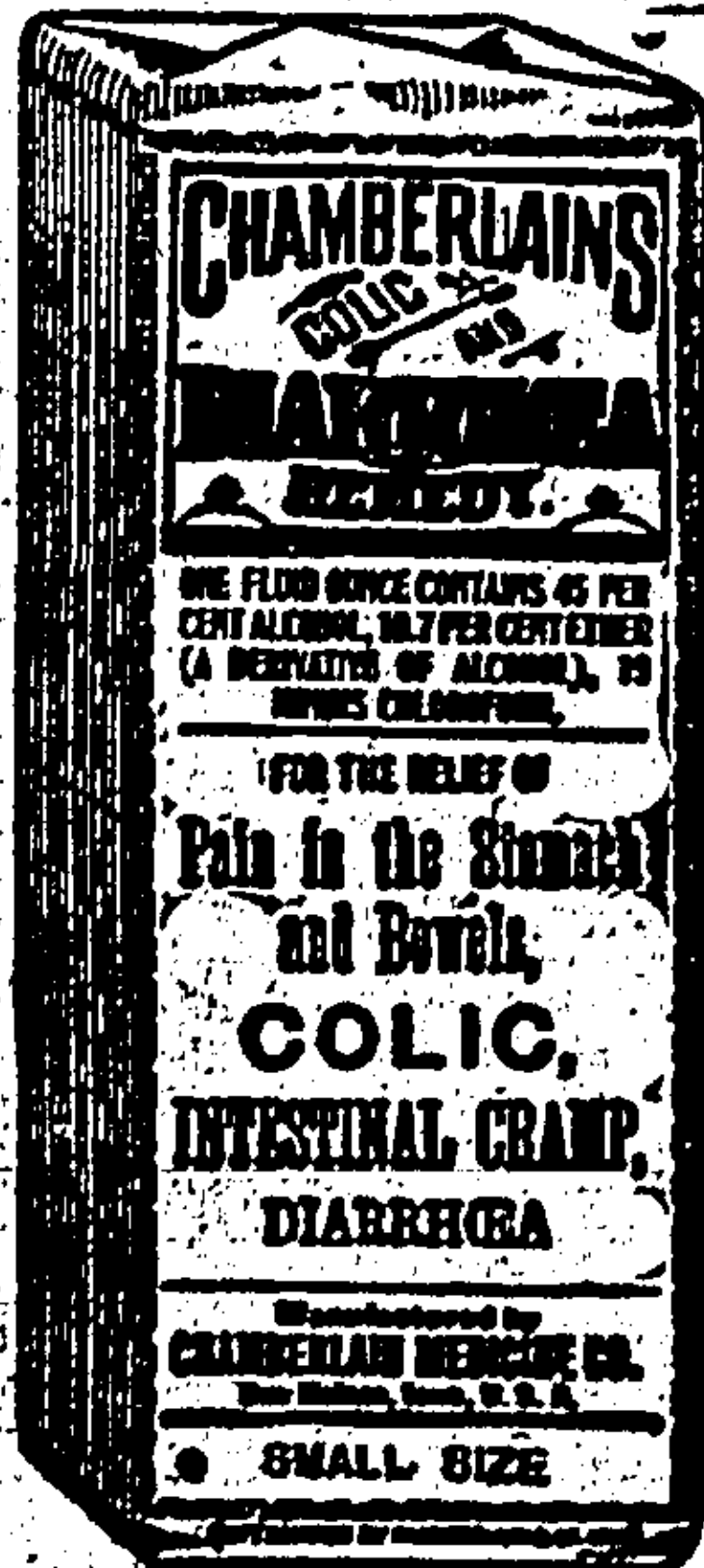
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TOO PRETTY FOR POLITICS.
"USING POLITICS TO FIND A
HUSBAND."

A storm of a new and unusual sort broke over Tokyo's political sea last week when a public statement charging Miss Hiroko Kobayashi with using politics to find a husband was issued by Miss Kameko Kawamoto, according to the Japan Advertiser. Kobayashi is a member of the Kakushin Club, the first political organization in Japan to admit women and Miss Kawamoto recently attracted considerable attention by being the first to send in her application to join. The club has granted since membership to nine other women, among them Miss Kobayashi, and in many ways has shaped its programme in a way intended to appeal particularly to women. The aims of the organization will be defeated, however, Miss Kawamoto declares, if Miss Kobayashi continues to divert attention from its serious work. The offending member, it is charged, confused political and matrimonial ambitions when she applied for membership in the club and since her participation in its meetings has failed to contribute to the advancement of its ideals. One serious charge which has been brought against Miss Kobayashi is that she appears for party councils dressed in a manner unbecoming to the occasion—more appropriate for a social event than for a serious discussion of public questions. Her face invariably is covered with a thick coating of white powder and her lips are often of an unnatural shade of red. Miss Kobayashi has been called the most beautiful of Japan's new women politicians and Miss Kawamoto, who calls her a coquette, admits that some may find her good to look at.

It is Miss Kawamoto's firm opinion, however, that the Kakushin Club is no place for the display of feminine charms. The Club is organized for serious purposes, she says, and these do not include the functions of a matrimonial bureau. "I am fully convinced," she added, "that Miss Kobayashi considers politics only as a means by which she may find a husband." The question of Miss Kobayashi's Membership in the political club has been discussed for some time among the other feminine members of the organization and it has finally been decided to request her to resign voluntarily. If she will agree to do this, Miss Kawamoto says, the more serious members of the group will be able to proceed with their work, but if she does not the cause of dissent will be brought formally to the attention of Mr. Inukai, president of the club, and an effort to expel her will be made.

GIRLS V. BOYS.

TEACHERS' VIEWS ON THE BETTER
SEX.

There will probably never be a fully convincing answer to the question: "Are Boys Superior to Girls?"

All the evidence available at the moment on both sides is set out in "Differentiation of Curricula Between the Sexes in Secondary Schools."

The evidence offered by teachers in co-education schools and by examiners is set out. From their statements it would appear that boys are in general more self-assertive, more original and more constructive than girls.

Girls, though more persevering and industrious, are set down as more passive and imitative.

These views were corroborated by the examiners of the Oxford and Cambridge Schools Examination Board.

Other reflections which will probably be resented by the feminists are that girls are less logical, less able to comprehend and apply a general principle, less able to grasp essentials, more easily fatigued, mentally and physically.

On the other hand, it is generally agreed that girls are superior to boys in all forms of memory work.

It is true that the committee in giving these general differences, point out carefully, that though the evidence of these teachers and examiners is interesting and suggestive, it should be received with considerable reserve, as it is obviously based on ordinary observations, which were necessarily often not very exact and were limited in scope and range.

SEX DIFFERENCES.

But the same features stand out when the achievements of boys and girls are considered in the different subjects of the existing curriculum. The outlines of the witnesses' experiences are:

English Language and Literature.—Average achievements of girls distinctly superior to those of boys—but girls tend to reproduce rather than to reason.

History.—Girls superior to boys—but boys' work had more ideas, freshness and variety.

Geography.—Boys superior to girls who, though painstaking, lack originality.

Mathematics.—Superiority of boys; aptitude of girls for mathematics exhausted at an earlier stage than that of boys.

Science.—Standard of girls' attainment lower than that of boys; a special reason being the comparative lack in girls of an attitude of scepticism and experimental work. Boys again excel in experimental work, in initiative, in the capacity of judging phenomena, and in reasoning.

Music.—Considerable differences of opinion on this point, but many witnesses of opinion that girls were better at music—but cases of exceptional musical talent most frequently found among boys.

All this is not saying, perhaps, but a worse blow is delivered at the end of the chapter, where evidence was given by the head of a co-educational boarding school on needlework and gardening, two subjects in which the girls should excel if anywhere.

"Some girls seemed to be fond of gardening," says this section, "but the best gardens had been cultivated by boys. In needlework a boy's control of his hands was at least equal to that of a girl, and he was often more particular and exact. In the lower forms boys were even better than girls in needlework and knitting."

The Committee in its conclusions again refers to the empirical and unsatisfactory character of much of the available evidence, and recommends a systematic inquiry based on experiments into the whole subject.

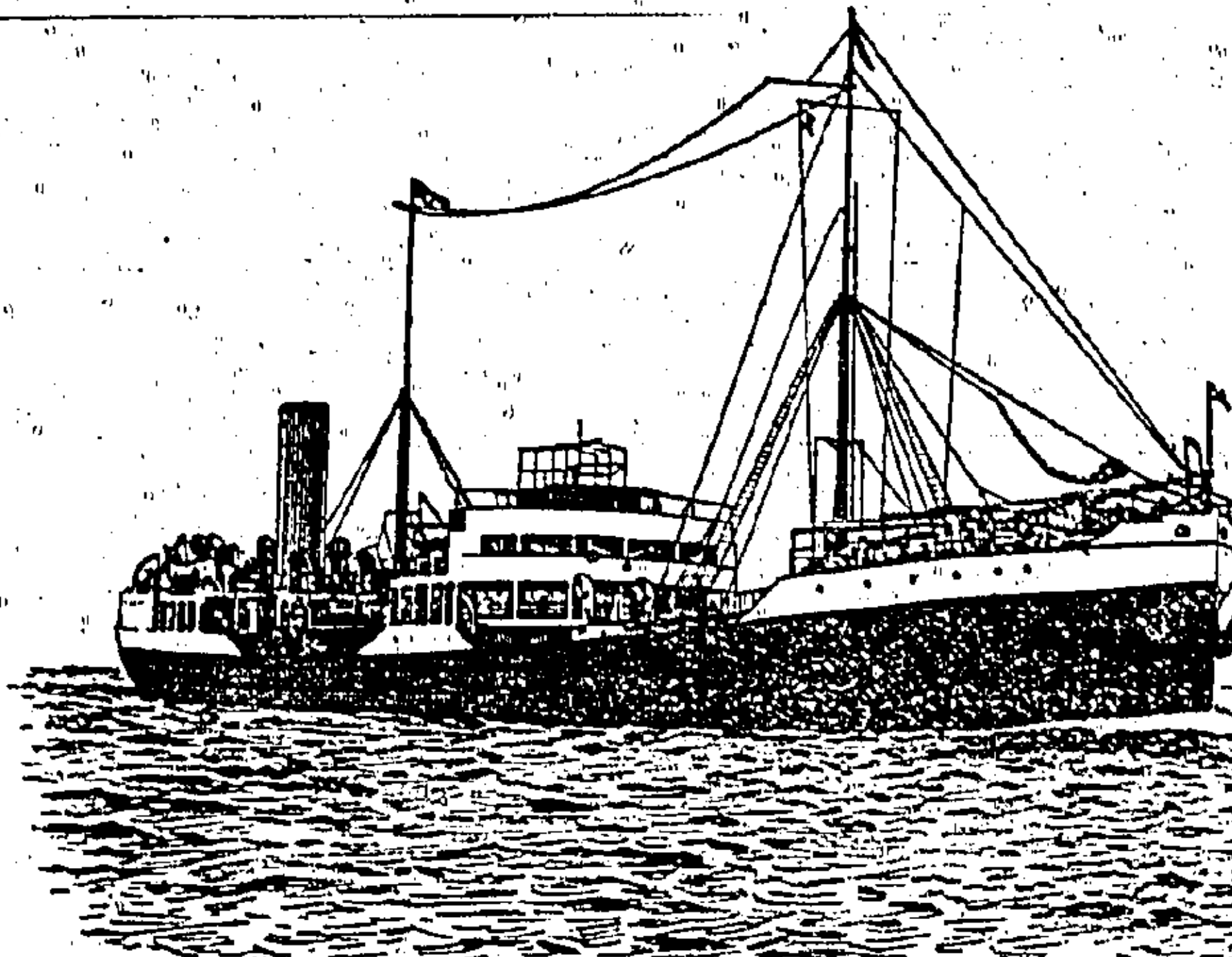
Egyptologists are much puzzled by the finding of two gold couches, one with the head of lions and the other with those of hippopotami. Such couches have never been discovered before, and there is therefore no basis on which to found conclusions as to their object.

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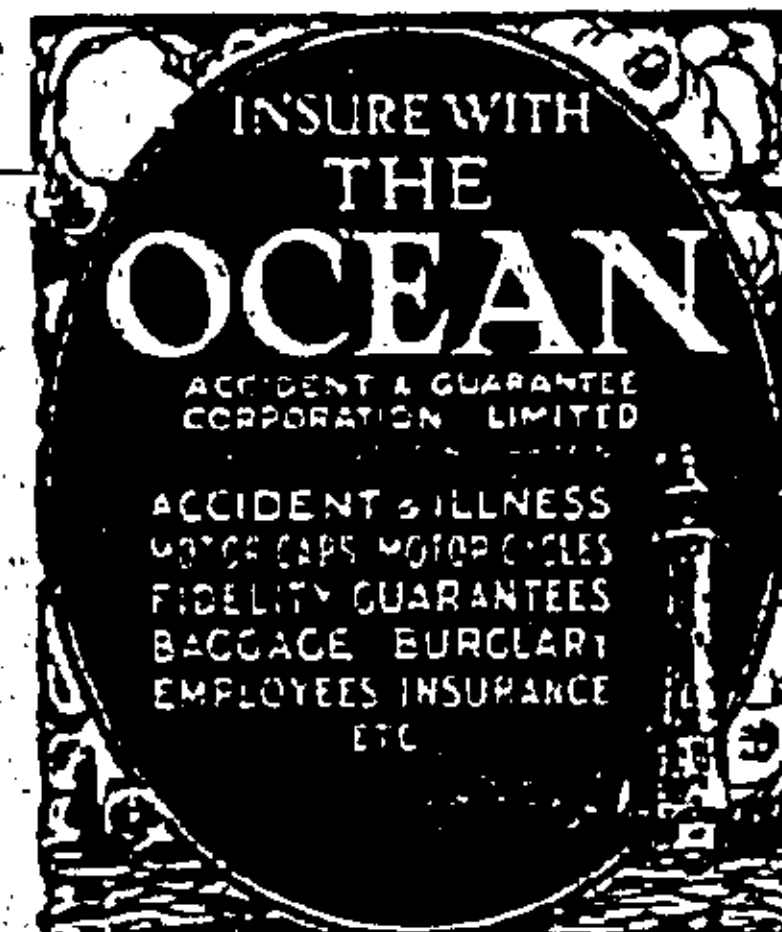
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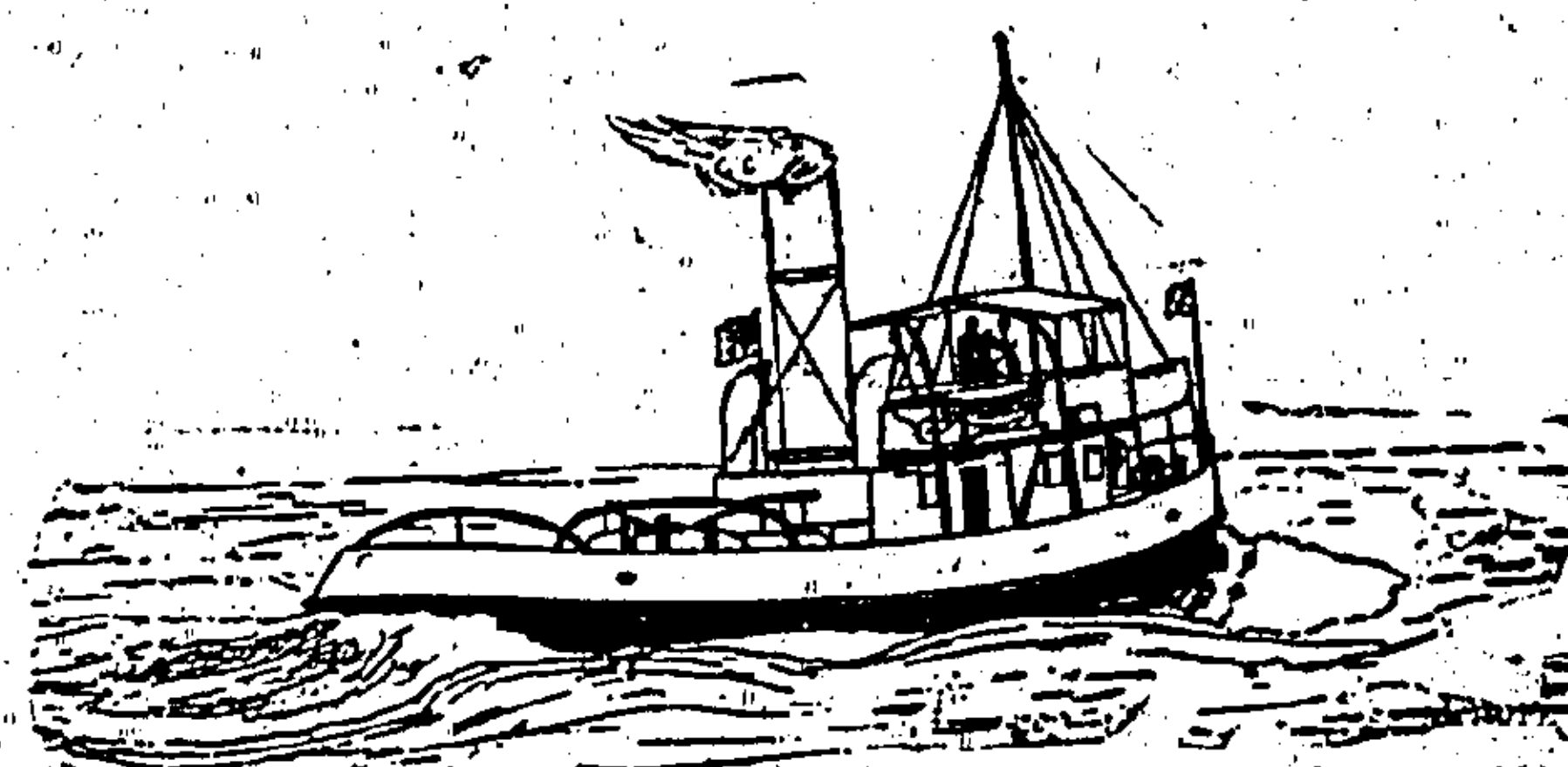
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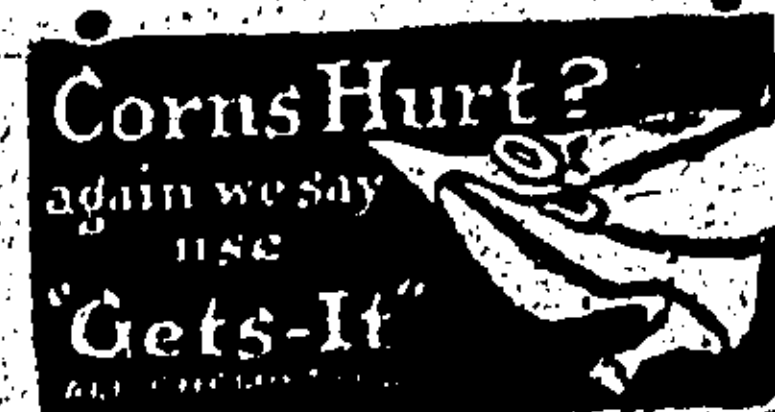
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EVOLUTION OF JUSTICE. CHANGE IN METHODS.

An interesting and typically humorous account of the institution and development of the Courts of Justice was given by Mr. Justice Darling in a lecture on January 27th to members of the Working Men's College, Crowndale-road. General Sir F. Maurice presided.

The Courts of Justice, said Mr. Justice Darling, were started with the consent of the people that kept them going. The strength which the Courts possessed was attributable to the great confidence in which the people held them. The Courts of his Majesty could be traced back to the Witenagemot, the assembly of wise men, where justice was done, not exactly as it was to-day, but according to the laws of the people of that day. Before the Normans came there were Courts well established. There were the Shire-moots, and now when a judge went to the assize he was met by the Sheriff, an office which dated back a thousand years.

In Alfred's day the county court sat, but it was somewhat different from the county court of to-day. Formerly, justice was done in the county court, and for that there was good reason, for the clergy were practically the only people who could read and write. Very few of the nobility could—even in those days. (Laughter.)

In the county courts justice was administered according to the laws of those days, and it was not unusual when two people had a dispute to call them out to settle it by battle. "You see," commented his lordship, "in those days people did not rise above the level of the audience of the Albert Hall." Later people began to think that there might be a better means of ascertaining right from wrong than by setting the parties to give each other blows, and so it was ordained that there should be a court to settle the matter. Thus, when there was a dispute, twelve good men and true came and said, "We know all about this; there is the man who is in the right and there is the man who is in the wrong," and from that was derived trial by jury, which was one of the safeguards of the English people.

TRIAL BY WATER.
At a stage later than trial by battle came something more humane, trial by fire and trial by water. They took the two disputants and threw them into the water, and if they floated they were in the right, and if they sank they were in the wrong. "The one who sank was held to be in the right, and the one who floated lost because it was said if a man could float with his arms and legs tied he must be in league with the devil. (Laughter.) An advance on that was made by William the Conqueror, who established the Court Regis, which sat in the King's Hall. This court followed the King about wherever he went. It went to France and to Wales—the Welsh gave a lot of trouble—and it had to deal with the Scots. If the Welsh proved troublesome it could be imagined what it was like dealing with the Scottish people. (Laughter.) By Magna Charta it was provided that the Court of Common Pleas, later the Court of Common Bench, should not follow the King, but should be established at Westminster and there it sat from that time till 1873.

Alluding to the class of case dealt with, his lordship explained the meaning of property. Real property, he said, was an interest in land; personal property was the kind of thing one bought in Tottenham-court-road. The system of holding the courts of justice at Westminster was not very convenient, for it meant bringing the jurors from the neighbourhood where the dispute occurred. It was then decided that the judges should go into the country at regular intervals. At one time the King used to sit with his judges in the King's Bench, but he never delivered judgment except through one of the judges sitting with him. The necessity for the Court of Chancery arose because the common law recognised property but not trusts. It was with such matters that the Court of Chancery dealt. Under the Judicature Act of 1873 various branches were merged into the High Court, and now sat in one building. About the work of the Chancery Division very little was written; but there was another division, and of what took place there much was reported, especially in the cheaper papers and the Sunday papers. This division formerly was not one of the King's Courts; it was an ecclesiastical court.

A TERRIBLE DRAMA. FRIEND SHOT IN MISTAKE FOR ALLEGED BURGLAR.

A terrible drama, terminating in a fatal tragedy, was enacted in Surabaya the other morning, says an exchange.
Mittelmeyer, employed at the Government railway office, had for some time been accommodating an unemployed friend from Australia, a certain Lanfer, in his house and they both shared the same bedroom. At about 3.30 that morning Lanfer wished to leave the room and happened to be just at the door opening when Mittelmeyer awoke, saw Lanfer's silhouette and, believing him to be a thief, grasped his revolver and fired point blank at the unfortunate man, who sank to the ground mortally wounded.

The victim was immediately transported to the hospital, but died a few hours later.

Mittelmeyer was taken up by the police authorities the next morning, and the reluctant investigation clearly proved that there was absolutely no question of any premeditated assault. The relations between himself and his victim had always been of the best.

A couple of years ago, Mittelmeyer's house was broken into and all his savings robbed, and that so frightened him that the fear of a further violation of his property had grown to be almost an obsession with him, his perhaps explaining his immediate action on being confronted with the figure at the doorway.

Mittelmeyer was liberated after the investigation. His victim was 50 years of age and unmarried.

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Hongkong.

WORLD'S HOTTEST PLACES. DEATH VALLEY, CALIFORNIA HOLDS RECORD.

Which are the hottest places in the world? Ten years of record obtained at the United States Weather Bureau's sub-station at Greenland Ranch, in Death Valley, California, indicate that this is the hottest region in the United States; and, so far as extreme maximum temperatures are concerned, the hottest known spot on earth. The temperature of 134 degrees Fahrenheit, recorded on July 10th, 1913, is believed by meteorologists to be the highest natural air temperature ever recorded with a tested standard thermometer exposed in the shade under approved conditions.

Part of the Punjab, in India, is considered the hottest place on earth by the men of the Regular British Army, who, in the course of their service, find themselves at sometime or other stationed in the world's hot spots.

One doesn't look for heat in the Arctic line, yet some extraordinary records have been obtained from what is generally believed to be the earth's coldest area. Back on the plains from the bleak Alaskan coast, the thermometer has been known to go up to 100 degrees Fahrenheit during that brief Arctic summer, and temperatures of eighty are common.

During the war people in England were frequently astonished by the soldiers returning from the Archangel and Murmansk fronts complaining of the excessive heat in that part of Arctic Russia during the summer months. Men stripped to the waist when at work, and the mosquitoes at night were a terror.

Broomie and Townsville possess some of the highest records for heat in Australia. On one occasion work had to be discontinued for three days in Townsville city owing to the temperature standing at 130°.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION	Day	Time
HAIPHONG via HOIHOW	"MINGSANG"	Friday	9th Mar. 11 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Friday	9th Mar. 3 p.m.
MANILA	"YUNNANG"	Friday	9th Mar. 3 p.m.
SHANGHAI via SWATOW	"KWAISANG"	Thursday	13th Mar. 11 a.m.
SHANGHAI via SWATOW	"TAKSANG"	Thursday	13th Mar. Noon
SHANGHAI via SWATOW	"WINGSANG"	Wednesday	14th Mar. 10 a.m.
SANAKAN	"HINGSANG"	Wednesday	14th Mar. 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday	14th Mar. 3 p.m.
SHANGHAI via SWATOW	"SHANG"	Thursday	15th Mar. 10 a.m.
SHANGHAI via SWATOW	"TOKSANG"	Thursday	15th Mar. Noon
KOBE via YOKOHAMA	"FOOKSANG"	Sunday	18th Mar. D.L.
HONGKONG via SWATOW	"YATSHING"	Tuesday	20th Mar. 10 a.m.
TIENSTIN	"CHIESHING"	Wednesday	21st Mar. Noon
KOBE	"LAISANG"	Friday	23rd Mar. 4 p.m.
BANGKOK via HOIHOW	"CHUNSHANG"	Saturday	24th Mar. 10 a.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, calling at Ceylon, Colombo, and Hongkong, and occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through bills of lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday. Freight approximately weekly, for passengers and cargo, calling at Hongkong when indicated on cargo bills.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5000 tons steamers, "HINSANG" and "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken of through bills of lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSTIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weichow and Changhai.

HONGKONG LINE—A weekly service is provided between Hongkong and Shanghai, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "NAMSANG" will be despatched on or about Friday, 9th March at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM AND DUTCH EAST INDIES.

For Freight or Passage apply to—
Jardine, Matheson & Co., Ltd.
GENERAL MANAGER.

GLEN AND SHIRE
JOINT SERVICE OF STEAMERS.
U.K.—STRAITS, CHINA & JAPAN SERVICE
OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENADE"	13th Mar.	"GLENHAR"	10th Mar.	Genoa, London, Antwerp, Rotterdam & Hamburg
"GLENABIFFE"	20th Mar.	"PEMBROKEBIRE"	10th Apr.	Genoa, London, Rotterdam & Hamburg
"GLENOGLE"	9th Apr.	"GLENAD"	20th Apr.	Hull, Rotterdam and Hamburg

For freight or further particulars please apply to—
Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.
Telephone: Central No. 215, 216, 217 and 218.

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Y 10-18 in cities and some popular resorts.
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REGULAR SHIPMENTS TO ALL PARTS. CONSIGNMENTS CLEARED AT LOW RATES. INSURANCE EFFECTED. INVOICES COLLECTED. DELIVERY OF GOODS. CARGOES PACKED FOR EXPORT. DEY STORAGE ACCOMMODATION FOR ALL KINDS OF NON-HAZARDOUS GOODS.
Hull Office: LUGATE CIRCLE, LONDON, E.C. HONGKONG HOTEL BUILDING.
TELEGRAMS: COUPON. TELEPHONE: CENTRAL No. 5113.

SHIPPING NEWS

ARRIVALS.

March 7th.
Chenai, British str., 1,304 tons, Capt. R. Lewis, from Bangkok, with a general cargo.—B. & S.
Elkridge, American str., 4,725 tons, Capt. Olegerson, from Shanghai, with a general cargo.—Scrutcher & Barry.
Glymont, American str., 1,373 tons, Capt. L. E. Burns, from Saigon, with rice.—Admiral Oriental Line.
Kanagawa Maru, Japanese str., 3,583 tons, Capt. K. Shibuya, from Singapore, with a general cargo.—N.Y.K.
Mishima Maru, Japanese str., 1,143 tons, Capt. K. Kaura, from Keelung, with coal.—Y.K.K.
 March 8th.
Glenfalloch, British str., 1,434 tons, Capt. J. McKellar, from Singapore, with a general cargo.—Seng. Soon Hong.
Huichow, British str., from Canton.
Huichow, Chinese str., 2,769 tons, Capt. T. A. Lee, from Chinwangtao, with coal.—Dowell & Co.
Kwangtung, British str., 1,572 tons, Capt. A. J. Scott, from Bangkok, with a general cargo.—B. & S.
Kwangtung, British str., 1,747 tons, Capt. A. Tucker, from Bangkok, with a general cargo.—B. & S.
Kwangtung, British str., from Canton.
Mohin, Chinese str., from Canton.
Nanking, American str., 5,009 tons, Capt. D. R. Fleming, from San Francisco, with a general cargo.—China Mail S.S. Co.
Wenchung, British str., 1,880 tons, Capt. J. Hester, from Saigon, with rice.—B. & S.
Sinkiang, British str., 1,010 tons, Capt. C. W. Puckett, from Shanghai, with a general cargo.—B. & S.
Singapore, British str., from Canton.
Tuan, British str., 1,351 tons, Capt. R. Mitchell, from Saigon, with rice.—B. & S.

CLEARANCES.

March 8th.
Huichow, for Swatow.
Huichow, for Swatow.
Kanagawa Maru, for Kobe.
Kanagawa Maru, for Batavia.
Kwangtung, for Swatow.
Ming Yang, for Hoihow.
Singapore, for Swatow.
Tanda, for Amoy.
Wing Sang, for Canton.

SHIPPING MOVEMENTS.

The B. L. Co.'s s.s. *Alipore* left Singapore for this port on Wednesday, March 7th, at noon, with the outward English mails, and is due here on Monday, March 12th, at about 4 p.m.
 The R.M.S. *Empress of Asia* left Kobe on March 7th, and was due at Nagasaki yesterday, at 9 a.m.
 The s.s. *Kanchow* (C.N.) left Shanghai on March 4th (via Amoy), and is due at Hongkong on March 5th.
 The s.s. *Szechuen* (C.N.) left Shanghai on March 6th (via Swatow), and is due at Hongkong on March 10th.
 The P. & O. Co.'s s.s. *Nankin* left Singapore for this port on Wednesday, March 7th, at noon, with the outward English mails, and is due here on Monday, March 12th, at about 4 p.m.
 The R.M.S. *Empress of Asia* left Kobe on March 7th, and was due at Nagasaki yesterday, at 9 a.m.

PHILIPPINE SHIPPING LEGISLATION.

President Quezon, of the Philippine Senate, speaking on the floor of the Senate during the discussion of the bill allowing 25 per cent. of foreign capital to engage in the inter-island shipping, attacked the Democratic party for its inconsistency and varying attitude on questions of vital national importance. He declared that the attitude of the opposition is one of "egoism bordering on boomerism," and not prompted at all by the spirit of service to the country.

Mr. Quezon spoke in favour of the passage of the bill which would allow 25 per cent. of foreign capital to engage in inter-island shipping. Senators Sandiko and Tirona previously had the floor and spoke against the passage of the bill, both of them saying that the bill would tend to denationalize Philippine shipping. Mr. Quezon replied that the measure would not denationalize the Philippine marine service, its object being to allow an insignificant minority of foreign capital to engage in local shipping.

He then said that it appeared very surprising to him that the opposition party should adopt such an attitude against the bill when last year in a similar measure recommended to the legislature by the Governor General admitting foreign vessels to engage in local shipping, they favoured its adoption. Such an attitude can be accounted for by the fact that the Democrats are not satisfied with Cabinet appointments, he said.

During Senate President's Quezon hot-test, invectives against the opposition party, Senator Tirona stood up and asked the chair to allow him to answer the speaker's accusations, but the chair did not recognize Senator Tirona, and Senate President Quezon continued his scathing denunciations. Senate President Quezon, furthermore, absolutely declined to give the floor to the opposition senator.

In spite of the vigorous opposition of the Democratic party, the shipping bill was passed. The senate, in passing the bill, according to Senate President Quezon, wants to show that it favours the coming of foreign capital and help in the development not only of shipping, but also the natural resources.

VESSELS EXPECTED.

Amoy (M.M.), due March 16th.
Shanghai (Blue Funnel), due Mar. 27th.
Ohia (East Asiatic Co.), due Mar. 28th.
Empress of Asia, due March 15th, 9 p.m.
Indien (East Asiatic Co.), due Mar. 10th.
Malacca Maru (N.Y.K.), due Mar. 10th.
Munster (Doddwell-Castle Line), due March 17th.
Nagato Maru (N.Y.K.), due to-day.
Paul Lecat (M.M.), due March 27th.
Porteus (Blue Funnel), due March 31st.
Philoctetes (Blue Funnel), due March 19th.
Pyrrhus (Blue Funnel), due March 18th.
Soudan (P. & O.), due March 14th.
Tajima Maru (N.Y.K.), due March 15th.

WEATHER REPORT.

Mar. 8th at 11.55.—Pressure has increased moderately over N.E. Japan and the lower Yangtze Valley and decreased considerably over S.W. Japan. It is nearly stationary in southern districts.
 The anticyclone has passed into the Pacific. Another has formed over China.
 The monsoon will set in again along the S.E. coast of China.
 Hongkong rainfall for the 24 hours ending at 10 a.m., 8th Mar., 0.01 inch. Total since January 1st, 0.53 inches, against an average of 3.60 inches.
 The forecast for the 24 hours ending at noon 8th Mar., is as follows—

District Forecast
 Hongkong to Gap Rock N.E. winds, Moderate; overcast, some drizzle or mist.
 Formosa Channel N.E. winds, freshening.

South coast of China between Hongkong and Lamooki (The same as No. 1.)
 South coast of China between Hongkong and Hainan (The same as No. 1.)

HONGKONG TIDE TABLE.

From Mar. 9th to 15th, 1923.

Days of Week	Days of Month	H'kong Standard Time	H'kong Height	H'kong Standard Time	H'kong Height
Fr.	9	h. m.	ft. in.	h. m.	ft. in.
		2 49	4 8	7 44	3 3
Sat.	10	2 16	5 9	9 31	2 3
		4 26	4 4	8 38	3 7
Sun.	11	3 28	5 9	11 8	2 3
		6 8	4 4	9 46	3 9
Mon.	12	4 58	6 1	0 28	2 0
		7 16	4 4	11 14	4 0
Tue.	13	8 4	4 6	1 18	1 7
		6 59	6 5	0 27	3 7
Wed.	14	8 40	4 8	1 57	1 5
		7 50	6 6	1 24	3 4
Thur.	15	9 9	5 0	2 33	1 5
		8 36	6 7	2 38	3 1

N. Y. K.

SHIPPING SERVICE TO ALGERIA

VICTORIA, SEATTLE & VANCOUVER via Shanghai-Japan ports.

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

SHIZUOKA MARU ... 18th Mar.
 YOKOHAMA MARU ... 18th Mar.
 MARSEILLES, LONDON & ANTWERP via Singapore, &c.
 HAKONE MARU ... Wednesday, 14th Mar.
 SUWA MARU ... Wednesday, 28th Mar.

HAMBURG via LONDON & ROTTERDAM.
 LIMA MARU ... Tuesday, 20th March.
 LIVERPOOL via MARSEILLES & VALENCIA.
 TUSHIMA MARU ... Sunday, 11th Mar.

SYDNEY & MELBOURNE via Manila, &c.
 TANGO MARU ... Wednesday, 21st Mar.
 YOSHINO MARU ... Wednesday, 18th April

NEW YORK & BOSTON via PANAMA.
 TAKETOYO MARU ... Middle April.
 BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.
 KANAGAWA MARU ... Friday, 13th April.

BOMBAY via Singapore and Colombo.
 NAGATO MARU ... Saturday, 10th Mar.
 KAMAKURA MARU ... Thursday, 15th Mar.

CALCUTTA via Singapore, Penang & Rangoon.
 MALACCA MARU ... Sunday, 11th Mar.
 BENGAL MARU ... Saturday, 24th Mar.

NAGASAKI, KOBE & YOKOHAMA.
 YOSHINO MARU ... Thursday, 15th Mar.
 SHANGHAI, KOBE & YOKOHAMA.
 TAJIMA MARU ... Tuesday, 13th Mar.
 MISHIMA MARU ... Wednesday, 14th Mar.

For further information apply to NIPPON YUSEN KAISHA
 K. H. FAMEL Manager.

Tel. Nos. Central Nos. 222 & 223.

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT	APPLY TO	TO BE DESTROYED
NEW YORK & PANAMA	Taketoyo Maru	Jap.	Nippon Yusen Kaisha	On Middle April	On 18th Mar.
NEW YORK & BOSTON	Celtic Prince	Brit.	Prince Line	On 18th Mar.	On 18th Mar.
BOSTON & NEW YORK via SUEZ	Agamemnon	Am.	The Bank Line, Limited	On 18th Mar.	On 18th Mar.
SAN FRANCISCO	Dewey	Am.	Strathers & Barry	On 17th Mar.	On 17th Mar.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & HONG KONG	President Taft	Am.	Pacific Mail S.S. Co.	On 14th Mar.	On 14th Mar.
VICTORIA & VANCOUVER, B.C., via SHANGHAI & JAP. PORTS	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 22nd Mar.	On 18th Mar.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI & JAP. PORTS	Shizuka Maru	Jap.	Nippon Yusen Kaisha	On 18th Mar.	On 18th Mar.
VICTORIA, VANCOUVER, SEATTLE & TAGOMA	Alabama Maru	Jap.	Osaka Shosen Kaisha	On 18th Mar.	On 18th Mar.
VICTORIA, SEATTLE & VANCOUVER	Philoctetes	Brit.	Butterfield & Swire	On 14th Mar.	On 14th Mar.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 7th April.	On 7th April.
MARSEILLES, LONDON & ANTWERP	Kashmir	Brit.	P. & O. B. L. & A. L.	On 18th Mar.	On 18th Mar.
MARSEILLES, &c.	Amoy Le Rideau	Brit.	Messageries Maritimes	About 18th Mar.	About 18th Mar.
MARSEILLES, LONDON, & ROTTERDAM	Albion Maru	Jap.	Nippon Yusen Kaisha	On 14th Mar.	On 14th Mar.
MARSEILLES, GENOA, LIVERPOOL & GLASGOW	City of Simla	Brit.	The Bank Line, Ltd.	On 14th Mar.	On 14th Mar.
LONDON, ROTTERDAM & HAMBURG	Titan	Brit.	Butterfield & Swire	On 18th Mar.	On 18th Mar.
LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES	Rhexonor	Brit.	Butterfield & Swire	On 18th Mar.	On 18th Mar.
LONDON, GENOA, HULL, ROTTERDAM & HAMBURG	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.	On 10th Mar.
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Glenshane	Brit.	Jardine, Matheson & Co., Ltd.	On 18th Mar.	On 18th Mar.
ANTWERP, ROTTERDAM & HAMBURG	Saporosa	Dut.	Java-China-Japan-Lijn	On 30th Mar.	On 30th Mar.
PORT SAID, VALENCIA, BORDEAUX, HAVRE, ANT. DUN.	Indendort	Gen.	Roster Brockelmann & Co.	About 34th Mar.	About middle April.
BOMBAY via SINGAPORE, COLOMBO	C. M. Meliloth	Gen.	M. M. Co.	On 10th Mar.	On 10th Mar.
STRAITS & CALCUTTA	Nagato Maru	Jap.	Nippon Yusen Kaisha	On 9th Mar.	On 9th Mar.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Yamashita	Brit.	Jardine, Matheson & Co., Ltd.	On 13th Mar.	On 13th Mar.
SINGAPORE & BELGAUM-DUBLIN	Lahore	Brit.	P. & O. B. L. & A. L.	On 16th Mar.	On 16th Mar.
BRINDISI, VENICE & TRIESTE	Van Cloon	Dut.	Java-China-Japan-Lijn	On 28th Mar.	On 28th Mar.
HOIHOW & BANGKOK	Trieste	Brit.	Doddwell & Co., Ltd.	On 5th Mar.	On 5th Mar.
HAIPHONG via HAIHOW & PAKHOI	Linan	Brit.	Butterfield & Swire	About	About
KEELUNG via SWATOW & AMOY	Mishima Maru	Jap.	Yamashita Kisen Kaisha	About	About
SANDAKAN	Taiywa Maru	Jap.	Yamashita Kisen Kaisha	About	About
AUSTRALIAN PORTS via MANILA	Hinsang	Jap.	Jardine, Matheson & Co., Ltd.	On 14th Mar.	On 14th Mar.
AUSTRALIAN PORTS	Tango Maru	Jap.	Nippon Yusen Kaisha	On 21st Mar.	On 21st Mar.
SHANGHAI & SWATOW	Amoy	Brit.	P. & O. B. L. & A. L.	On 6th April.	On 6th April.
SHANGHAI, KORE & YOKOHAMA	Takelang	Jap.	Jardine, Matheson & Co., Ltd.	On 13th Mar.	On 13th Mar.
SHANGHAI & JAPAN	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 14th Mar.	On 14th Mar.
AMOY & SHANGHAI	Nankin	Brit.	P. & O. B. L. & A. L.	On 13th Mar.	On 13th Mar.
SHANGHAI	Szechuen	Brit.	Butterfield & Swire	On 12th Mar.	On 12th Mar.
SHANGHAI & NORTH CHINA	Venezia	Brit.	Doddwell & Co., Ltd.	About beginning April.	About beginning April.
JAPAN PORTS	Tjikembang	Dut.	Java-China-Japan Lijn	About 18th Mar.	About 18th Mar.
TIENSIN	Amason Maru	Jap.	Osaka Shosen Kaisha	On 21st Mar.	On 21st Mar.
BATAVIA via BANGA	Chipping	Jap.	Jardine, Matheson & Co., Ltd.	About 23rd Mar.	About 23rd Mar.
CALCUTTA, SHANGHAI & RANGOON	Tikini	Jap.	Java-China-Japan Lijn	On 10th Mar.	On 10th Mar.
BANGKOK & HOIHOW	Jara Maru	Jap.	Osaka Shosen Kaisha	On 24th Mar.	On 24th Mar.
SWATOW & BANGKOK	Chunsheng	Brit.	Jardine, Matheson & Co., Ltd.	On 13th Mar.	On 13th Mar.
SWATOW AMOY & FOOCHOW	Kwangtung	Brit.	Butterfield & Swire	On 13th Mar.	On 13th Mar.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lepairt & Co.	On 18th Mar.	On 18th Mar.
MANILA	Haishong	Brit.	Douglas Lepairt & Co.	On 24th Mar.	On 24th Mar.
MANILA	Yuenang	Brit.	Jardine, Matheson & Co., Ltd.	On 9th Mar.	On 9th Mar.
MANILA	President Cleveland	Brit.	Pacific Mail S.S. Co.	On 19th Mar.	On 19th Mar.
MANILA	West Prospect	Am.	Strathers & Barry	On 14th Mar.	On 14th Mar.

"ELLERMAN LINE" P. & O., British India

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UNITED KINGDOM & CONTINENTAL SERVICE

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CITY OF POONA ... 15th March ... Shanghai, Kobe & Yokohama

HOMEWARDS

CITY OF SIMLA ... 24th March ... Marseilles, London & Hamburg

PASSENGER SERVICE

CITY OF POONA ... 15th March ... Shanghai, Kobe & Yokohama
 CITY OF SIMLA ... 24th March ... Marseilles, London & Hamburg
 CITY OF POONA ... 29th April ... Marseilles, London & Hamburg

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CITY OF POONA ... via Suez Canal ... 15th March
 CITY OF SIMLA ... via Suez Canal ... 24th March
 CITY OF POONA ... via Suez Canal ... 29th April
 CITY OF SIMLA ... via Suez Canal ... 24th April
 CITY OF POONA ... via Suez Canal ... 29th April
 CITY OF SIMLA ... via Suez Canal ... 24th April

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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REISS & CO., CANTON.

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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H.K. and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
AZAY LE RIDEAU	—	—	18th March
PORTHOUS	—	—	3rd April
ARMAND BEHIC	9th Feb.	18th March	17th April
PAUL LECAT	23rd Feb.	27th March	1st May
ANDRE LEBON	9th March	10th April	15th May
AMBOISE	23rd March	24th April	29th May
CORDILLERE	6th April	5th May	12th June

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(FOR)

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG	Capt. E. Walker	Sunday, 11th Mar., at 9 a.m.
WATKINS	Capt. J. J. Thomson	Tuesday, 13th Mar., at 1 p.m.
HATHONG	Capt. W. C. Passmore	Friday, 16th Mar., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"BANCA"	6,000	10th Mar., Noon	Singapore & Bombay
"LAHORE"	5,252	13th Mar., Noon	Spore, Penang, Colombo & Bombay
"ALIPPORE"	5,473	14th Mar.	Singapore & Bombay
"KASHMIR"	5,800	21st Mar.	Marseilles, London & Antwerp
"SUDAN"	6,700	27th Mar.	Spore, Penang, Colombo & Bombay
"DONGOLA"	8,000	4th Apr.	Marseilles, London & Antwerp
"NAGPORE"	5,252	8th Apr.	Spore, Penang, Colombo & Bombay
"NANKIN"	7,000	15th Apr.	Marseilles, London & Antwerp
"SICILIA"	6,800	21st Apr.	Spore, Penang, Colombo & Bombay
"KARHALLA"	9,000	2nd May	Marseilles, London & Antwerp
"KASHGAR"	8,000	16th May	do.
"NYANZA"	7,000	30th May	do.
"NOVARA"	6,850	1st June	do.
"DELTA"	8,997	8th June	do.
"MALWA"	10,941	11th July	do.
"DEVANHA"	8,092	25th July	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA"	6,856	3rd Apr.	Calcutta via Singapore & Penang
"JAPAN"	6,000	11th Apr.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Apr.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"NANKIN"	7,000	13th Mar., 4 p.m.	Shanghai, Moji, Kobe & Yokohama
"ARAFURA"	6,000	13th Mar.	Japan Direct
"SUDAN"	6,700	15th Mar.	Shanghai, Moji & Kobe
"JAPAN"	6,000	18th Mar.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Passengers for Hongkong must carry their own Hotel expenses at Singapore while await in the on carrying steamers.
 First Saloon Passengers may travel by B.L.M. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
 Passes for Messing not more than 24 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to 10 a.m. on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

1, Des Voeux Road, Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "OETIO PRINCE"	—	about 19th March
S.S. "SLAVIO PRINCE"	—	31st March

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,

Telephone: Central 5165

Telegrams (Faraprinco)

(Incorporated in Great Britain)

St. George's Building

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O. S. K.

(SAILINGS FROM HONGKONG SUBJECT TO ALTERATION)

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES

Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers) ... Saturday, 10th Mar.

BURNES AIRES-BID DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE & SINGAPORE. PASSENGER SERVICE.

"CANADA MARU" ... Tuesday, 27th Mar., 11 a.m.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"HAINAN MARU" ... Wednesday, 14th Mar.

"BORNEO MARU" ... Monday, 19th Mar.

SAIGON, HANGKOW & SINGAPORE—Regular monthly Passenger Service.

"KISUMU MARU" ... Sunday, 1st April

CALCUTTA—Monthly Service via Singapore, Penang & Bangkok.

"JAYA MARU" ... Saturday, 10th Mar.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" ... Sunday, 18th Mar., 10 a.m.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Passenger and Cargo Service.

"HAWAII MARU" ... Thursday, 29th Mar.

JAPAN PORTS—Kobe & Yokohama ... Sunday, 25th Mar.

KIELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAIJO MARU" ... Every Sunday, 10 a.m.

"ANAKUBA MARU" ... Sunday, 18th Mar.

TAKAO via SWATOW & AMOY ... Tuesday, 13th Mar.

For sailing dates and further particulars please apply to—

K. SHIMA, Manager.

Tel. Central No. 1400.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
HONGKONG & BANGKOK	"LINAN"	On 9th Mar., Noon
SAIGON	"HUPEH"	On 9th Mar., 4 p.m.
TIENSIN	"HUICHOW"	On 9th Mar., 4 p.m.
AMOY, SHANGHAI & TIENTSIN	"SINKIANG"	On 11th Mar., 10 a.m.
SWATOW, SHANGHAI & PUKOW	"KANGCHOW"	On 12th Mar., 10 a.m.
SWATOW & SINGAPORE	"KWEIANG"	On 12th Mar., 4 p.m.
CHONGKING & NEWCHOW	"TIENTSIN"	On 13th Mar., D.L.
AMOY & SHANGHAI	"SZECHUEN"	On 13th Mar., Noon
SWATOW & BANGKOK	"KWANGTUNG"	On 13th Mar., Noon
SAITOW & AMOY	"KAYING"	On 13th Mar., 4 p.m.
MANILA	"TAMING"	On 13th Mar., 4 p.m.

Excellent Saloon accommodation, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooming.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

TELEPHONE CENTRAL 33

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"CHANGSHA"	13th March	17th March, 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has spacious accommodation with Electric Light throughout and Electric Fans in the Saloon. A fully qualified Doctor is on board. Reduced Fares, Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to—

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agents.

Telephone Central 210, 24.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Dewey"		Leave Hongkong 15th Mar.
U.S.S. "Elkridge"		Leave Hongkong 17th Mar.
U.S.S. "Elkridge"		Leave Hongkong 2nd Apr.
U.S.S. "Elkridge"		Leave Hongkong 4th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND SINGAPORE.

U.S.S. "West Prospect"	(to Manila only) ...	Leave Hongkong, 23rd Mar.
U.S.S. "West Prospect"	(to Manila only) ...	Leave Hongkong, 24th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY,

L. EVERETT, General Agent for JAPAN-CHINA-STRUTHERS & BARRY, INDO-CHINA-STRUTHERS & BARRY.

1st Floor, Queen's Building.

Phone Central No. 3008.

G. P. BRADFORD, Res. Agent.

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PACIFIC MAIL STEAMSHIP CO.

MANAGING AGENTS

UNITED STATE SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE.

Freight and Passengers.

AMERICAN STEAMERS.

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

Leaves Hongkong: Arrives San Francisco

S.S. "PRESIDENT TAFT" ... Mar. 14th ... April 24th

S.S. "PRESIDENT CLEVELAND" ... Mar. 20th ... April 30th

S.S. "PRESIDENT DIERCK" ... April 11th ... May 3rd

S.S. "PRESIDENT WILSON" ... April 25th ... May 17th

Sailing & Fare Subject to Change Without Notice.

This Steamer proceeds Homeward via Manila and thence to Shanghai, Yokohama, Honolulu

SPECIAL THROUGH FARES

HONGKONG TO EUROPE

via SAN FRANCISCO and NEW YORK

First Class throughout

LOCAL EQUIVALENT OF \$1200.00—\$1120.00

includes

FIRST CLASS MINIMUM FARE BERTH TO SAN FRANCISCO

First Class Rail accommodations with stop-over privileges

SAN FRANCISCO TO NEW YORK

Accommodations any Atlantic Ocean Steamer.

HONGKONG-MANILA SERVICE.

Leaves Hongkong: Arrives Manila

S.S. "PRESIDENT CLEVELAND" ... Mar. 19th ... Mar. 21st

S.S. "PRESIDENT DIERCK" ... April 2nd ... April 4th

S.S. "PRESIDENT WILSON" ... April 16th ... April 18th

HONGKONG-CALCUTTA SERVICE.

Freight Only

FOR CALCUTTA via SINGAPORE, PENANG & BANGKOK.

S.S. "LAKE FIELDING" ... Mar. 20th

For full information regarding rates, space, etc., apply to

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "SOLANO."

Tel. Central 141.

Canton Agents: REISS & CO.

